

# LIFE



8TH AIR FORCE BOMBERS

JULY 26, 1943

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**REMINDER:**

*The Pen  
for Summer  
Pockets*

*Carries safely  
in any  
position*



## **"TRIUMPH" Tuckaway**

**ACTUAL SIZE CLOSED—PEN ONLY 4 $\frac{3}{8}$ "—PENCIL 4 $\frac{1}{8}$ "—FOR POCKET OR PURSE**

This is the pen for coatless days, for it is the only pen especially designed TO CARRY SAFELY IN ANY POSITION. Diminutive when closed—full length when open—yet it has real capacity for its size. Slip it into ANY pocket—in trousers, slacks or purse—it will carry SAFELY and COMFORTABLY. So also will its companion—the Tuckaway Fineline pencil—with non-jab, rounded tip.

SHEAFFER'S peacetime products, along with all others of similar nature built by other companies, are now curtailed by WPB order. They are rationed to dealers—through them to the public. The men and women of SHEAFFER, who are released from pen and pencil craftsmanship, are hard at work in the manufacture of SHEAFFER wartime devices. W. A. Sheaffer Pen Co., Fort Madison, Iowa; Toronto, Ontario, Canada.

Above: "TRIUMPH" TUCKAWAY *Lifetime*\* pen, \$12.50—for men or women, without clip, carries safely in all positions in purse or pocket. Matching pencil, \$4.

\*All *Lifetime* pens, identified by the White Dot, are unconditionally guaranteed for the life of the first user except against loss and willful damage—when serviced, if complete pen is returned, subject only to insurance, postage, handling charge—35c.



SKRIP-  
WELL  
Uses  
the  
Last  
Drop

### **V-BLACK SKRIP FOR V-MAIL**

When writing V-Mail to our men overseas—use V-BLACK SKRIP! V-Mail letters are photographed on 16 mm. film—flown overseas—reproduced and delivered. Black photographs best and V-BLACK SKRIP writes black—stays black! Ask for V-BLACK SKRIP in the 4-oz. DOUBLE SIZE—25c.

# SHEAFFER'S

Listen to  
SHEAFFER'S  
WORLD NEWS  
PARADE  
with UPTON CLOSE

NBC Complete Network—Sundays  
3:15 P.M. E.W.T.; 2:15 P.M. C.W.T.;  
1:15 P.M. M.W.T.; 12:15 P.M. P.W.T.

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A Boy and a Globe  
 A Formula for Dreams  
 He sees Bright, new Horizons  
 A glorious Tomorrow, Rich with Promise



And we see him a Man—Able and Strong  
 and Smiling—with a Smile that owes much  
 to his Lifelong use of Ipana and Massage!

**D**REAM ON, SON! Let your hopes and plans soar beyond the most distant continent and sea. To you, and thousands of young Americans like you, belongs the future—rich with promise and bright with opportunity.

For you, everything is done to build mind and body—to help you face the world of tomorrow strong and confident and *smiling*!

Yes *smiling*! For even now this little boy knows a lesson in dental health that many grown-ups have yet to learn. Today, in thousands of classrooms throughout the country, youngsters are being taught the importance of firm, healthy gums to bright teeth and sparkling smiles.

These young Americans know that today's soft

foods rob our gums of work and stimulation. They know why gums tend to become soft, tender... often signal their sensitiveness with a warning tinge of "pink" on your tooth brush!

**Never Ignore "Pink Tooth Brush"**

If you see "pink" on your tooth brush... *see your dentist*. It may not be serious, but get his advice. He may simply say your gums have become tender because of today's soft foods. And, like many modern dentists, he may suggest "the helpful stimulation of Ipana and massage."

For Ipana Tooth Paste is designed not only to clean teeth thoroughly but, with massage, to aid gums. Massage a little Ipana onto your gums when

you brush your teeth. Circulation quickens within the gums—helps them to healthier firmness. Let Ipana and massage help you to brighter teeth, firmer gums, a more sparkling smile!



**Ipana Tooth Paste**

*Product of Bristol-Myers*

This One



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# Still jabbering about the days when PRO-PHY-LAC-TIC USED TO BUY HER BRISTLE!



For years only hog bristle made fine tooth brushes. Then Science made round-end **PROLON**

Actual Photo-Micrographs



Far and away the best of the new synthetic tooth brush bristles, being marketed under various trade names, are those made by du Pont.

"Prolon" is our trade name for the very finest grade of this du Pont synthetic bristle.

## PROLON—no finer bristle made

So, when you read or hear competitive tooth brush claims, ask yourself this: How can the same du Pont bristle, in another brush under another name, last longer or clean better than under the name "Prolon" in a Pro-phy-lac-tic Tooth Brush? You know the answer . . . it can't!

## Only PROLON has "round ends"

Pro-phy-lac-tic's big plus is that Prolon is the only synthetic bristle that is rounded at the ends.

It's a fact! Under a special patented

process, exclusive with Pro-phy-lac-tic, we smooth and round the end of each and every Prolon bristle in the Bonded Pro-phy-lac-tic Tooth Brush. See for yourself how much gentler these round ends are on tender gums!

## And with PROLON these other "extras"

In addition to Prolon, the Bonded Pro-phy-lac-tic Tooth Brush gives you these three important "extras": 1. The famous Pro-phy-lac-tic end tuft, for ease in reaching hard-to-get-at back teeth. 2. Scientific grouping of bristles to insure thorough cleansing of brush after using. 3. A written guarantee for six full months of use.

Next time, get the most for your money . . . get the Bonded Pro-phy-lac-tic Tooth Brush.

## ... and the Roll Wave hair brush in our famous Jewelite line

The popular Roll Wave hair brush in crystal-clear Jewelite plastic! Choice of four jewel colors. Snow-white Prolon bristles set fan-wise and trimmed to fit the curve of the head for improved brushing results. At most brush-goods counters . . . with comb . . . \$4.50



PRO-PHY-LAC-TIC BRUSH CO., Florence, Mass.

## LETTERS TO THE EDITORS

### DOUBLETALK

Sirs:

If I had known George Frazier was going to do a story on doubletalk in the July 5 issue I should have reminded him of this classic. Years ago in Boston, Jerry Colonna, Bob Mulcahey, myself and a guy with a legitimate doubletalk name, one Irving Szathmary, composed a little doubletalk item which worked very smoothly to the strains of *Wearin' o' the Green*. A bunch of the boys were whooping it up in the Sherman Hotel in Chicago some years later; Condon, Pee Wee and some more clowns including Jimmy (cornet) MacPartland, who is a first-class whooper-upper and also a professional (crying type) Scotchman. Jimmy went into his *Bluebells of Scotland* routine complete with tears. Not to be outdone I offered to sing the *Wearin' o' the Green* in Gaelic. Here it is:

*There's a drayben on the gaysoy  
Haltazish durafidge et  
Laza rassich poozls  
Alicehavin terf lerk  
Sir-a-bench and  
Terror fidge  
On the man dice klohe  
Kashin rozzi flaysong,  
Schnapa ralloqus frazzee,*

The point being that to my knowledge Jimmy Mac is still crying and believes he met a kindred spirit, an Irishman, who knew his native tongue.

BRAD GOWANS

New York, N.Y.

Sirs:

I have been wondering what "doubletalk" really is. Your article in this week's issue tells me and also amazes me as I find that back in 1925 I issued for my friends' enjoyment a book of nonsense in which I had printed a "poem" in doubletalk!

### The Folling of the Wimpkelet

*'Neathe the foop of the budding Holimozus  
We sot, all a-pithering,—spoopt,  
When the sight of a wimpkelet froze us,  
As our plathering spirits drooped,  
But 'twas no to be dimpered, that twilight  
Should be spuckered and buried by a  
deell,  
Whilst I and my juberant Pypite  
Sat by and were razzed, (on the level)*

*Facing this horror so trechensive,  
We seized a mokus between us  
And huddidly smote, on defensins,  
The wimpkelet's horrid boleenus,  
With a skithering cry he retreated  
Becarked and droddled and punk.  
My juberant Pypite and I had defeated  
This specimen of Dopians's junk.*

*Again 'neath the foop we are sitting  
My juberant Pypite and I,  
The Holimozus buds are emitting  
A scent rumentitious of rye,  
And peace hoers 'round us at twilight,  
We're as spoopt as we were before  
The wimpkelet appeared in the highlight  
Only to shed his blue gore.*

RUFUS F. CHAPIN

Chicago, Ill.

● Disciplined purists might object to Reader Chapin's repetition of wimpkelet, but the poem is good "natural" doubletalk.—ED.

### THE AMERICAN PURPOSE

Sirs:

I am a hard-boiled veteran of World War I with no near relatives serving our country during World War II; but when I finished reading your editorial "The American Purpose" (LIFE, July 5) I found that my lips were quivering and that large tears were rolling down my cheeks.

If your editorial had such an effect on me, I am wondering how brave the mothers, fathers, sisters, brothers and wives of those boys who have gone over the Big Hill were when they read your splendid editorial.

CARLOS C. CRAWFORD

Salisbury, Md.

Sirs:

I wish to commend you for the editorial on "The American Purpose." It is to me, without a doubt, the most soul-stirring editorial I have ever had the pleasure to read. Nothing fancy, no word bandying—just plain, hard, common sense. In my opinion it ranks with Lincoln's immortal Gettysburg Address.

W. B. HELGESEN

Madison, Wis.

### KINDERGARTEN GOWNS

Sirs:

Mr. John Tucker Jr. who, in the July 5 Letters column, so vehemently rue the eventual day when kindergarten graduates would wear caps and gowns



### KINDERGARTEN GRADUATE

is in for a rude shock. The enclosed picture shows our 4½-year-old son correctly attired for his recent kindergarten graduation.

B. W. MAYER

Larchmont, N. Y.

### KILLED IN ACTION

Sirs:

I have just purchased and looked through the July 5 issue of LIFE. Word fail to express how enthusiastic I am over the grand job your staff has done in compiling the list of American troops killed in action. We, here in the Alumni Office of Rutgers University, know something of maintaining war records since we have in the armed forces over 3,500 of an alumni body of less than 10,000.

I can well imagine the amount of research and proofreading that was necessary to get this list in the order in which your readers will see it. I only hope that the casual reader will appreciate the splendid contribution to the war records of the nation that your magazine has made.

I have checked it with our records of deceased Rutgers alumni and find it completely accurate, even to Colonel Herbert L. Harries of the class of 1909 who is the only man from the Phillips pines to be listed as killed in action. Tell you that this list will be invaluable to institutional records offices, municipal and civic authorities is putting it mildly. You have done a great work and I hope that it will be possible to honor our dead by supplementing this list sometime in the future.

STANLEY R. MARCH

Rutgers University  
New Brunswick, N. J.

Sirs:

One of the casualties, Sgt. Eric Forster, who posthumously received the Purple Heart for "wounds which led to his death" (on Guadalcanal), turns out very much alive.

I wrote the story of his "death" and last week had the pleasure of shaking

(continued on page 4)

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**"YES, SIR! THESE SYNTHETIC TIRES TOOK PART IN AN 80,000,000-MILE ROAD TEST"**



"B. F. Goodrich beat 'em all to the draw on this one," said the man standing by the Brink's convoy car to the driver of the armored truck. "Before most folks had even heard of synthetic rubber, they were selling tires made with it to see how much mileage they'd give. See this one. It's more than 50% synthetic. And I got 26,892 miles. Imagine." Reports from Brink's and other companies show that these Ameripol tires rolled more than 80,000,000 miles. The world's greatest tire test proved that synthetic rubber could take it.



On the world's fighting fronts synthetic rubber is battling for America. Jeep tires are made from it by B. F. Goodrich. So are airplane De-Icers, fuel tanks and fuel lines, just to name a few things. And even though you can't buy synthetic rubber tires today, you can some day!



Your War Bonds may buy a new car after the war. The car's design will be different, and its tires may be partially or wholly synthetic rubber. So please keep in mind the tire that's backed by an 80,000,000-mile road test—Silvertown, made by B. F. Goodrich, first in rubber.



LISTEN TO JOSEPH C. HARSCH  
in *"THE MEANING OF THE NEWS"*

OVER THE COLUMBIA BROADCASTING SYSTEM  
EVERY NIGHT, MONDAY THROUGH FRIDAY

Inside information by a man who has lived  
where the news is being made



*In war or peace*  
**B.F. Goodrich**  
**FIRST IN RUBBER**



## WHY BE A FIFTH WHEEL BECAUSE OF DRY SCALP?



**5 DROPS A DAY CAN CHANGE ALL THAT...**



**KEEP YOUR HAIR NEAT...HEALTHY-LOOKING!**



**THE WAY YOU DO IT...** Comb a few drops of 'Vaseline' Hair Tonic through your hair...or rub it directly on your scalp. It keeps your hair well-groomed...checks Dry Scalp and loose dandruff by supplementing the natural oils of the scalp. As an extra aid, massage vigorously with 'Vaseline' Hair Tonic before shampooing and rub a little on afterwards. For double care of both scalp and hair, there's nothing like 'Vaseline' Hair Tonic. And remember: it's different...because it contains absolutely no drying ingredients.

**Vaseline HAIR TONIC** 40¢ and 70¢

REG. U. S. PAT. OFF.

## LETTERS TO THE EDITORS

(continued)

his hand while here on a visit to his folks.

J. G. WRIGHT

Crowley, La.

Sirs:

A short letter from my bunk at the Naval Hospital in Philadelphia, Pa. to inform you that Pfc. John M. Dudenake

If that is war living we intend to make the most of it.

The Pin-Up Committee:  
CPL. EDWARD HELM  
PFC. BERNIE BROWN  
PFC. BILL PEER

Robins Field, Ga.

Sirs:

We could certainly use a picture of LIFE's bare-leg girl to brighten up the dark walls of our room.

LEE E. ALLIMAN  
KEITH H. SHARPE

Marshall, Mo.

**"DIXIE"**

Sirs:

Having read with interest your article on "Minstrel Shows" (LIFE, July 5), I offer the following tale quoted from the St. Louis Globe-Democrat for Jan. 30, 1910: "Some years ago young Lew Fields, in talking to aged Dan Emmett, recalled the fact that he would always be among the immortals because he had composed *Dixie*, and Emmett modestly replied, 'No, the fame is not mine. True, I wrote *Dixie* and made it popular on the stage, but it was a Southern musician who arranged it for his band and gave it to the world.'" This Southern musician is Herman Arnold of Memphis, cornetist, bandmaster, director of many orchestras. He was the first to orchestrate *Dixie*, the popular vaudeville melody that Emmett had composed in a few minutes to fill in a gap in his New York program.

FLORENCE W. KIRTLAND  
Jacksonville, Fla.

**THE "CAMPBELL"**

Sirs:

I have received a copy of the July 5 LIFE and am tremendously impressed with the color reproductions of Fischer's paintings. Congratulations on a fine issue and thanks for the tribute to the service.

VICE ADMIRAL R. B. WAESCHIE  
Commandant

U. S. Coast Guard  
Washington, D.C.

Sirs:

Your article on the cruise of the U. S. Coast Guard cutter *Campbell* is a commendable tribute to the unsung heroism of the men of the Coast Guard. Too many people still labor under the impression that the Coast Guard is our "Shallow Water Navy."

ENSIGN SYDNEY STOLLER,  
U. S. N. R.  
Morehead City, N. C.

Sirs:

Orchids to LIFE for reproducing those marvelous paintings by Anton Fischer in your masterful July 5 edition.

Here at last is art of a caliber to match your superb photographic reporting.

EDWARD W. WALTHERS  
Mantowoc, Wis.

**RACE RIOTS**

Sirs:

Congratulations on your excellent and fearless presentation of Detroit's race riot in your July 5 issue. On the strength of such forthright reporting, our faith in American journalism may well be restored.

DUDLEY J. BIDSTRUP  
Montgomery, Ala.

Sirs:

It looks to me as if nine-tenths of the rioters should be in this man's Army. They could use a lot of that energy they have on our obstacle course or maybe a 30-mile road hike.

PVT. BUD HALWORTHY  
Wichita Falls, Texas



PFC. DUDENAKE

of the U. S. Marine Corp was not killed in action as the July 5 issue of LIFE had listed.

I am John M. Dudenake.

PFC. JOHN DUDENAKE  
Philadelphia, Pa.

Sirs:

In your issue of July 5 I appreciated very much the listing of the names of service men killed in action. However, I would like you to correct that part of it which pertains to Robert L. Palmer of Cleveland, Ga., since I am that fellow and am as hale and hearty as ever.

LIEUT. ROBERT L. PALMER  
Cleveland, Ga.

● Even the Army and Navy do not claim that their lists of the dead are not subject to revision.—ED.

Sirs:

I was so impressed with the list of all of the American fighting men who died in this war, that I had a giant display



NAMES BRING BONDS

made with all these pages and the cover of LIFE as a dramatic War Bond poster. I then had these giant posters placed in the windows and in the interiors of the 22 stores in our chain. Our bond sales increased greatly over any previous period through the medium of this poster.

JESSE ADLER

Adler Shoes For Men  
New York, N.Y.

**BARE LEGS**

Sirs:

The debate as to who is the pin-up girl of the year has been unanimously settled. She is the young lady of the painted stockings on page 80 of the July 5 issue.

(continued on page 7)





## It tears a picture into 350,000 parts

Television is one of the most incredible arts you can imagine! It takes a picture, splits it into thousands of separate parts — and then puts the picture together in perfect order on the screens of thousands of television receiving sets miles away.

And it does all this to 30 pictures every second!

Farnsworth created electronic television, and first showed it in operation in 1928. Today, television has gone to war. Our laboratories, which developed such remarkable devices as the Dissector Tube and photo-cell Multiplier Tube, are doing important research for our armed forces. The great Farnsworth

factories, with thousands of employees, are applying their years of experience in precision manufacture to the production of Radar and other electronics equipment for planes, ships, tanks and field forces.

Out of this war work are coming many advances in radio, television and musical reproduction — Farnsworth's fields of leadership. The radios and phonograph-radios you will buy, once peace is here, will be far better instruments than you have known up to now.

Broadcasting studios will have Farnsworth equipment that can send television in color, with much

clearer, sharper images than heretofore. There will be numerous applications of television for industry and commerce. And eventually, of course, you will be able to have Farnsworth television receiving sets for your own home — bringing to your eyes the world's great events and entertainment!

Victory will pave the way for the richer, broader life we all are fighting for. Your purchase of War Bonds now will hasten it.

*Ed Michaels*  
President

Farnsworth Television & Radio Corporation, Fort Wayne, Indiana



## FARNSWORTH TELEVISION

• Manufacturers of Radio and Television Transmitters and Receivers . . . Aircraft Radio Equipment . . . the Farnsworth Dissector Tube . . . the Capehart, the Capehart-Panamuse, and the Farnsworth Phonograph-Radios



**NORTH AMERICAN SETS THE PACE**  
*...on the Training Fronts of the World*



A SQUADRON OF NORTH AMERICAN AT-6 TEXAN TRAINERS "PEELING OFF" FROM ECHELON FORMATION

## PILOTS OF 24 NATIONS TRAIN IN "TEXANS"

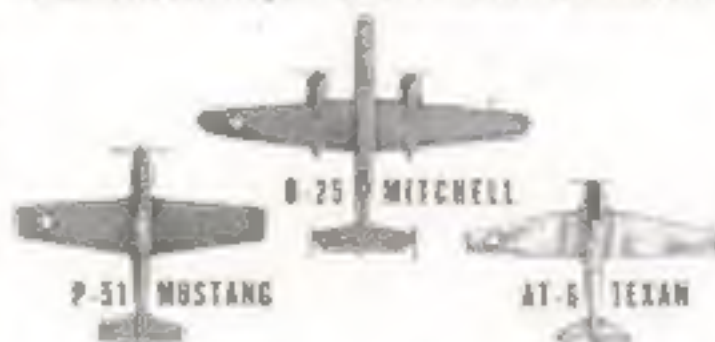
The most widely used trainer in the world today is the North American Texan, formerly known as the Harvard. More than 10,000 airplanes—believed to be a world's record—have been built in North American Aviation's trainer series. Twenty-four nations have chosen the Texan as their own combat trainer. Their wing insignia adorn this page.

In gunnery and bombing practice; in formation and instrument flying; in coast patrol and semi-combat duty the Texan has proved its versatility.

A pilot trained in a Texan is equal to any job in modern air war. He

feels as much at home in a P-51 Mustang fighter or B-25 Mitchell Bomber as in a North American trainer. For the instrument panels and controls in all three North American planes have been specially

**NORTH AMERICAN AVIATION, INC.**  
 Inglewood, California  
 Dallas Kansas City  
 Member, Aircraft War Production Council, Inc.



designed to make the transition "painless" from trainer to fighter or bomber—helping give young pilots full confidence on their first flight in a heavier plane.

In the United States Army Air Forces almost every pilot of a fighter or bomber—whether single-engine or twin-engine—won his wings in a North American trainer. That's a mighty important fact that we, the men and women of North American, are proud of.

Free! Reprint of this page. Send postcard to North American Aviation, Dept. E, Inglewood, California.



**NORTH AMERICAN**  
*Sets the Pace!*





## ROLLS RAZOR

*A lifetime of  
shaving pleasure  
in ONE blade!*

Soldier, sailor,  
Flier, marine,  
Like this compact  
Shaving machine.

They like it because Rolls Safety Razor is a complete shaving tool—a lifetime blade with its own hone and strop to keep it always keen. No blades to buy, nor need to look for an electric plug.

For the duration Rolls Safety Razor is not on sale to civilians. The entire output is shipped only to U. S. Post Exchanges and Ships' Service Stores for our fighting men.

If you now own a Rolls, keep it in tip-top shape by sending us the complete instrument when it needs adjustment or service. We'll send it back good as new at a nominal charge.

**ROLLS RAZOR, Inc.**

Sales and Service  
342 Madison Avenue, New York 17, N. Y.

## FROM A PEACE- TIME CONVENIENCE TO A WARTIME INDISPENSABLE



Press—It's Lit!  
Release—It's Out!

**RONSON**  
WORLD'S GREATEST LIGHTER

While your dealer may still have a few RONSONS in stock, all now being made must go to our armed forces. They'll be available after Victory.

★

If your RONSON needs attention, send it to RONSON (Service Dept., Newark, New Jersey) for servicing at minimum cost.

BUY GENUINE RONSON FLINTS, WICKS & RONSONOL (FUEL)—TOPS FOR ALL LIGHTERS

## LETTERS TO THE EDITORS (continued)

Sirs:

As a native Detroitter please let me take this opportunity to express our feeling of deep humiliation and shame at what has befallen our city.

BENJAMIN H. STEIN, O.D.  
Detroit, Mich.

Sirs:

When I was in college at the University of Michigan, there were many Negro students there who would put to shame some of Detroit's white hoodlums. Since entering the service nearly a year ago, I have met other Negroes, in their country's uniform, who were doing their best in the cause for liberty. Pictures of Detroit's riots do not leave a very pleasant thought in the minds of many of us in the service.

PH. M. 2/C  
ROBERT PAUL BOUCHER  
Brooklyn, N. Y.

Sirs:

I'm a Southerner, and I'll fight any damyankee who wants to make something of it. But I'd like to take one of those nice lead pipes and bend it over the head of every one of the poor white trash and the Yankee hoodlums who contributed such a nice set of pictures from Detroit.

Those pictures made me so damned mad I'd even shake Abe Lincoln's hand right now!

WILLIAM HAMBLETON  
Bristol, Va.

Sirs:

... I am a Virginian. We Southerners respect the Negroes for what they are—a patient, hard-working people. I am prejudiced for neither black nor white. I'm just blazin' mad.

H. JUDSON  
Deming, N. Mex.

Sirs:

If a Negro is given the same equal rights as that of a white man, he will use them to make the white man his servant.

JIMMY DEONES  
Ruston, La.

Sirs:

There are plenty of pictures showing a lone Negro being pounced upon and beaten by a mob of whites. No doubt the impression will be created that the whites started the whole affair after showing so many pictures of Negroes being beaten. The fact is that for several hours before the whites started to retaliate on Woodward Avenue, Negroes were on the warpath, beating, stabbing and stoning white people. Take a look at the casualty list and you will see that more whites were sent to hospitals than Negroes. Does that look like Negroes were the only ones mauled?

ARCHIE ROLFE  
(for a committee of 36)

Detroit, Mich.

Sirs:

I have just read your story relative to the recent Detroit race riots.

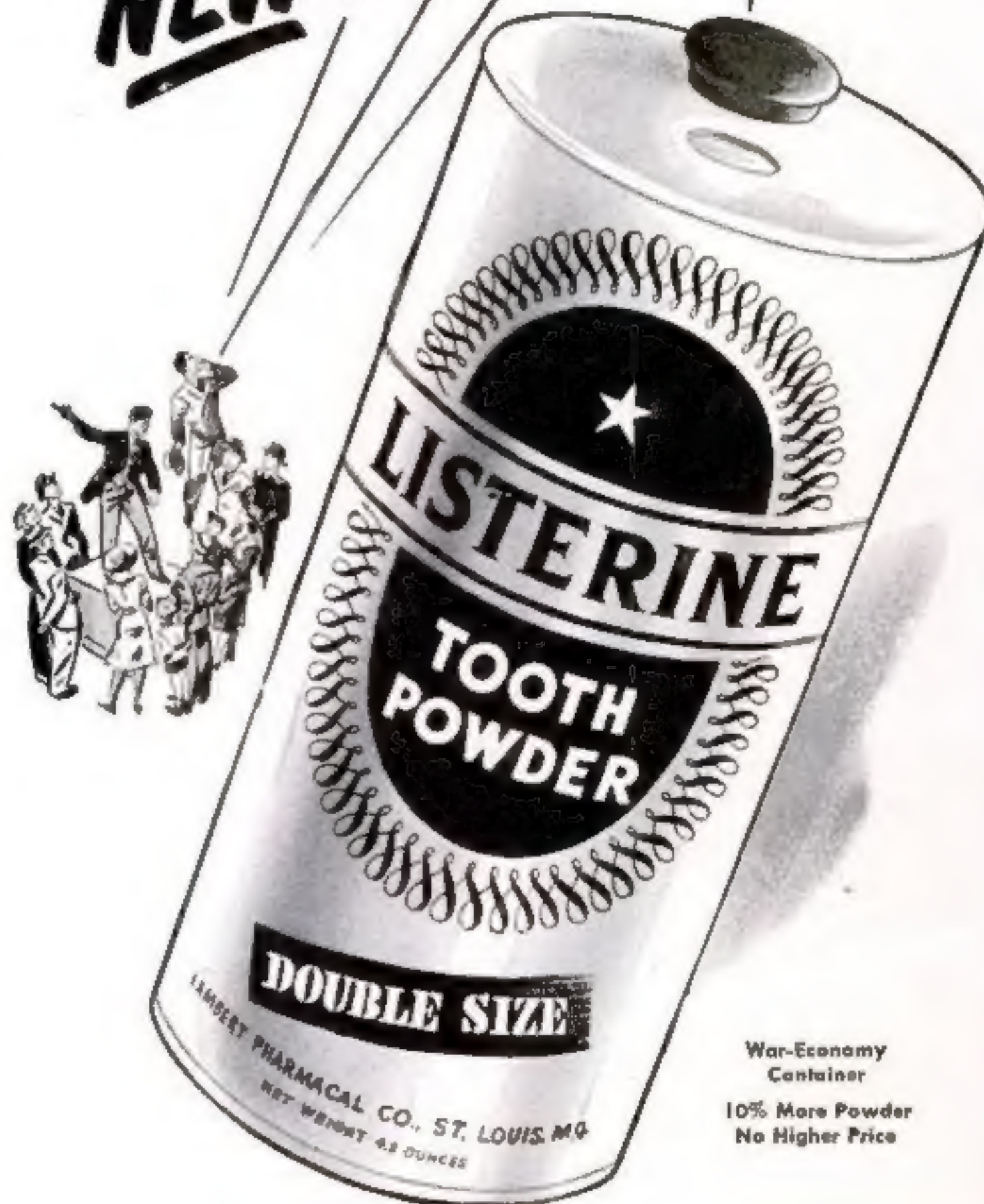
Is there any particular reason why your magazine did not photograph any of the action where Negroes were destroying property? Could it be that your white photographer would have been killed by the Negroes if he had attempted to take any such pictures? A white doctor was killed, you know. And if this surmise is correct why do you not frankly say so? Show the guilt on both sides and demand correction of it.

REV. T. J. WILBANKS, D. D.  
Texarkana, Texas.

● Photographers, like everyone else, were barred by police from the Negro district, but LIFE's text was careful to describe the vandalism and aggression against whites which took place there. The final death list in the Detroit war: whites, 9; Negroes, 25.

WHAT'S HE SAY?

HE SAYS THERE'S  
SOMETHING REALLY  
NEW IN DENTIFRICE



Powder in a revolutionized **NEW QUICK-FOAM FORMULA!** Feels more like

a paste when you brush, yet gives you powder's money-saving economy.

**NEW "WHIRLPOOL" CLEANSING ACTION** really gets down to work on dull;

lack-luster tooth surfaces . . . helps bring out the flashing natural brilliance

of enamel. And what a taste thrill in that **NEW WINTA-MINT FLAVOR!**





**Straw-hatted sidewalk artist, Allela Cornell**, sketches portrait of a young girl at Greenwich Village outdoor art show. Paintings which are hanging in background are hers.



**Using back of automobile for an easel**, French Portrait Sketcher Saint-Amand draws head of a woman. Price scale in sidewalk art has considerable range. Artists shown here charged anywhere from 50¢ to \$3.



**Elderly Margaret White** draws portrait in small notebook. Once British Author Rudyard Kipling sat for her. Unlike most other artists, she showed no paintings of her own.



**A veteran sidewalk artist, Jessie Johnson** once studied art in Paris, exhibited in galleries. The portrait-ists hang samples of their work around them, usually renderings of famous statesmen and movie stars.



**Harvey Haglund** works with critical audience. Artists pay 50¢ registration fee to Washington Square Association, which sponsors the show, for eight feet of sidewalk space.



**Bohemian Sy Wallick** works hard to capture Parisian atmosphere with a flowing tie and beret. Not all of the artists at the show worked on the spot. Most of them devoted efforts to selling finished pictures.



# SPEAKING OF PICTURES...

... THEY'RE STILL PAINTED ON THE STREET

In pre-Hitler Paris one of the quaint scenes to be observed by tourists visiting the Left Bank of the Seine was the sidewalk portrait artist, who painted anyone willing to pay his modest price. Today this custom is duplicated in Manhattan's Greenwich Village, which has always been the nearest thing to the Left Bank in the Western Hemisphere.

Another tradition of Parisian art which appears in the Village is the open-air exhibition, invented out of necessity by French artists whose works were not good enough to be sold in saups or shown in the fancy galleries. The biggest and most

famous of these outdoor shows, called *La Foire aux Créâtes* (The Fair of Bad Paintings) was held each year in a different quarter of Paris. In some years the exhibition was nearly a mile long. The Greenwich Village open air show is on a smaller scale but it is held oftener. Every six months minor Village artists hang their work on fences and house fronts at Washington Square (see page 11) and sell it themselves. Some of them also sketch casual portraits at the easels which are set up on the sidewalk. The pictures on these pages show that they are no less picturesque than their Parisian fellows.



Young sitter poses for portrait holding his hat as though he were about to be photographed.



Spectators tilt heads in attitudes of studious appraisal as Artist Jessie Johnson, also shown at center right on opposite page, sketches subject. Painting in the street was commonplace in London, Vienna, Berlin, Moscow and Paris before the war. In America it has always been rare, although traveling portraitists and cartoonists who work indoors have been fairly common.

don, Vienna, Berlin, Moscow and Paris before the war. In America it has always been rare, although traveling portraitists and cartoonists who work indoors have been fairly common.





# Joan *of* arc

**is stitching steel  
for fighting ships!**

**J**oan's a welder, of course—an arc-welder. She's helping to hurry another ship down the ways to war.

What's the magic of the welder's rod that builds boats so much faster and lighter? What's the secret of the blue arc blazing between Joan and her weld? *Electricity!*

Thousands of Joans—and Jims and Joes—busy on hundreds of freighters and

fighting ships, burn up fantastic amounts of electric power.

But suppose, when war began, this power hadn't been ready? . . . Suppose America had had to wait? . . . A year—or two?

But America *did* have the power—and *no waiting!* Enough power for homes and ships and jeeps and planes. *Five times* the power this country had in the last war. *More* power than all the Axis countries combined!

*And over 80% of this vast flood of power came from the electric companies under business management—at low pre-war prices.*

Electric power is plentiful and cheap today—because experienced men and management knew how to do their job—because democracy gave them the freedom to do it right.

They *value* that freedom—for themselves and all America!

THIS PAGE SPONSORED BY A GROUP OF 118

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\*Names on request from this magazine.

**Don't Waste Electricity Just Because It Isn't Rationed!**

• Hear "Report to the Nation," outstanding news program of the week, every Tuesday evening, 9:30, E. W. T., Columbia Broadcasting System.

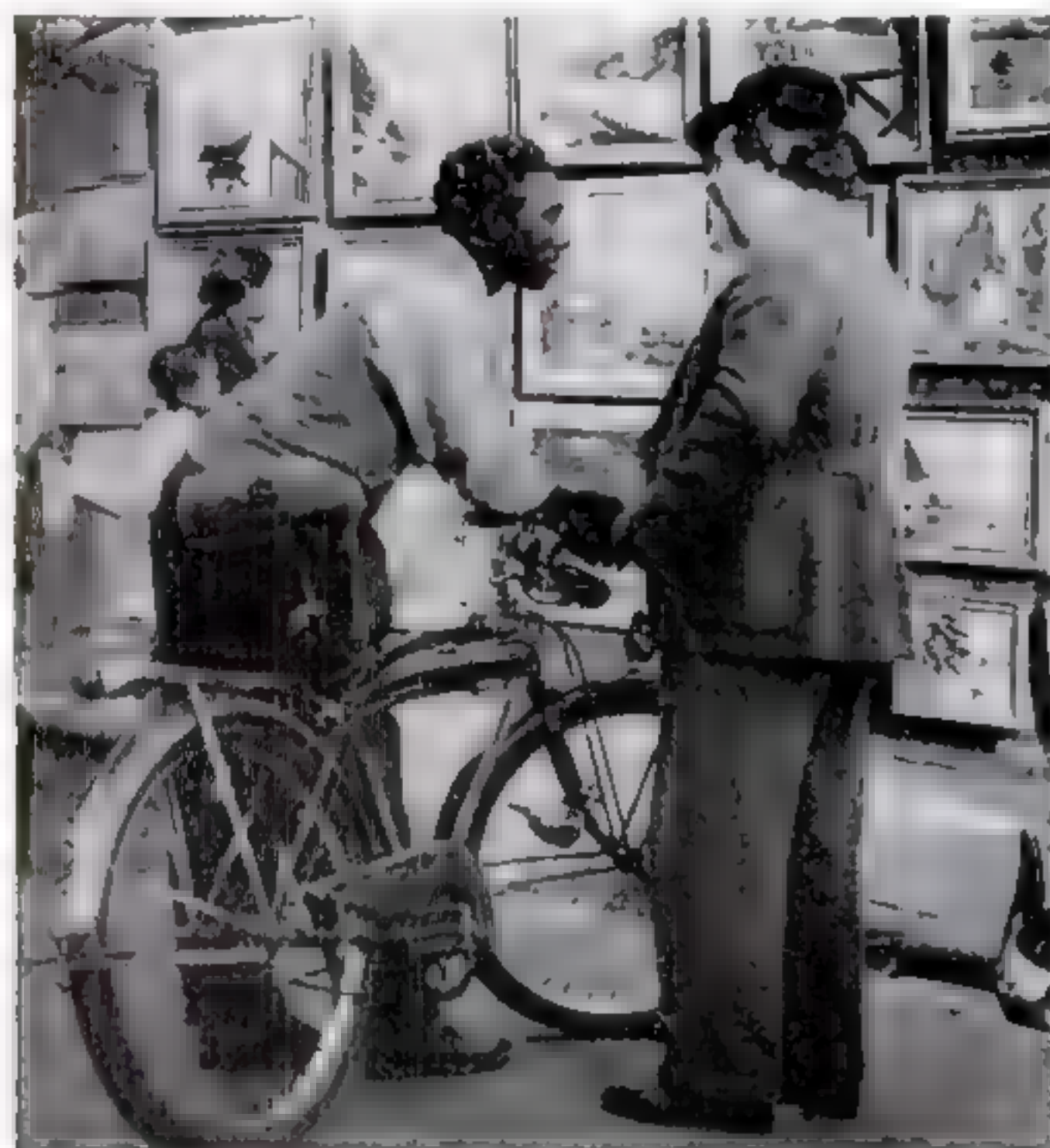


## SPEAKING OF PICTURES

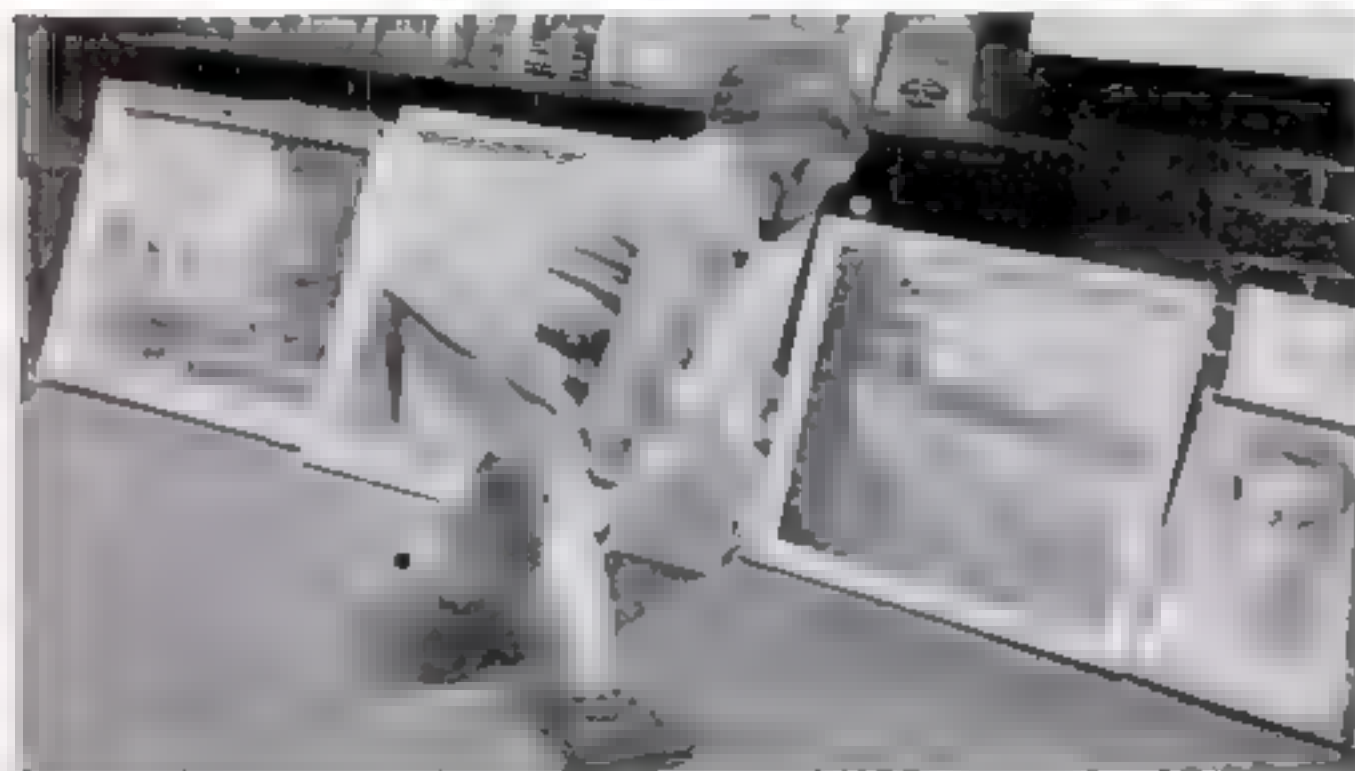
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Paintings in outdoor show are exhibited anywhere: on the fences, walls, housefronts, hanging from portable stands. Artists have to stay within an 8-ft. limit, however.



Greenwich Village raconteurs appear frequently at show. The exhibition committee frowns on nudes and propaganda paintings, prefers portraits, landscapes, still lifes.



Young art lover inspects work of Artist Samuel Herman. About 125 artists exhibit their work here each spring and fall. Sales at this show totaled more than \$6,000.

## At 7 A. M. you feel like 30¢



**WHAT A MORNING!** You wake up feeling sluggish and headachy because you need a laxative.

And then... the minute you get up, you take a sparkling glassful of gentle, speedy Sal Hepatica.

## At 9 A. M. you feel immense!



**WHAT A DIFFERENCE!** Taken before breakfast, Sal Hepatica usually acts within an hour. No discomfort or griping. You'll also be pleased to know that Sal Hepatica helps turn a sour stomach

sweet again by helping reduce excess gastric acidity. No wonder, 3 out of 5 doctors, recently interviewed, recommend this sparkling saline laxative. Why don't you try it?

Whenever you need a laxative  
—take gentle, *speedy*  
**SAL HEPATICA**

*Sal Hepatica's active ingredients: sodium sulphate, sodium chloride, sodium phosphate, lithium carbonate, sodium bicarbonate, tartaric acid. Ask your doctor about the efficacy of this prescription.*

TUNE IN { "DATE WITH JUDY"—Wednesdays, 9:00 P. M., EWT  
"NOAH WEBSTER SAYS"—Tuesdays, 8:30 P. M., EWT



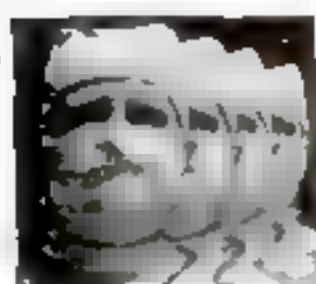


Baby's normal motions (shown by speed camera), even when held by father, create constant friction and danger of painful chafing. New protection against chafing is provided by super-smooth Mennen baby powder, pounded to amazing fineness by special hammerizing process.



You can't keep baby in a huge sterilized bottle to safeguard him against harmful germs that are in the air everywhere. But you can help protect his delicate skin with Mennen Antiseptic Baby Powder, vital because germs play a part in many common baby-skin rashes.

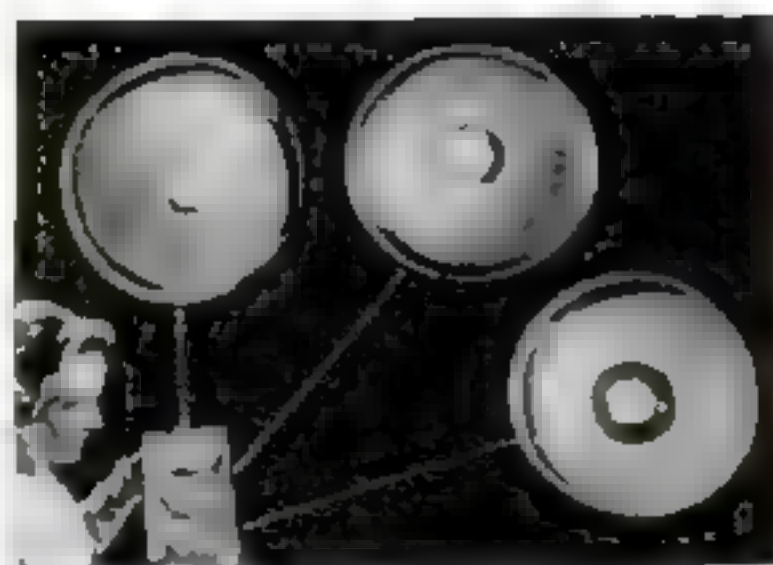
## WARTIME BABIES BENEFIT FROM NEW POWDER DISCOVERIES



3 out of 4 doctors stated in survey that they prefer baby powder to be antiseptic.

Being antiseptic, this powder helps keep baby's skin free of many rashes in which germ-action is involved... diaper rash, prickly heat, scalded buttocks, impetigo. In addition, because it is smoother than other powders (see photos below), Mennen baby powder is a better aid in preventing painful chafing of skin. Delicate new scent keeps babies lovelier, too.

WITH MOTHERS taking on more responsibility for baby's health, due to wartime shortage of doctors and nurses... science has developed an improved baby powder that is a valuable health aid, not a mere "cosmetic." It is new Mennen Antiseptic Baby Powder.



U. S. Gov't Testing Method shows antiseptic superiority of new Mennen powder. Center of each round plate above contains a different baby powder. In gray areas, germs are thriving. But in Mennen plate (bottom, right), dark band around center shows where Mennen Powder has prevented germ growth. Use the powder in baby's diapers and all over body. Best for baby, also best for you. Pharmaceutical Div., The Mennen Co., Newark, N. J.



Photos taken thru microscope (above), compare 3 leading baby powders. The one at extreme right is smoother, finer, more uniform in texture. It is Mennen baby powder, now made in "hammerizing" machines in which millions of hammer blows pound powder to amazing fineness never possible before. Result: better protection for baby's skin against chafing.



## LIFE'S REPORTS

### THE PART-TIME SWING SHIFT

by HAROLD KEEN

The palm of my right hand has an unaccustomed leathery texture, and a dark-brown callous, big as a penny, blemishes it at the spot where the pressure against the rivet-gun handle is greatest. It is probably the first enduring callous I have ever enjoyed, and I carry it as a badge of the new Caspar Milquetoast, whose pinched white-collar existence has suddenly leaped out of bounds.

In the late afternoon, hundreds of Caspars in our war town hurry home after eight constricting hours between office walls, divest themselves of business suits, don shabby clothes customarily used in the garden, eat hurried meals and dash to aircraft plants a dozen miles away.

This is the white-collar part-time swing shift, started out of desperation when our war factory officials realized they were scraping the bottom of the full-time labor barrel.

After three months of this routine, I have, besides the rough palm, a dent in the exact center of my forehead, a scar on the left elbow and the capacity for complete disregard of the most cataclysmic noise.

The dent is an industrial decoration carried because I was careless one evening. Admiring my handiwork on the wing center section of a patrol bomber, I was jolted to unconsciousness by a gun set which shot from my rivet gun as I accidentally touched the trigger. The gun, needless to say, was pointed in my direction and a slightly lower angle might have cost my eyesight.

The elbow scar is a memento of the night I was curled like a contortionist inside a wing section where a Singer's Midget might have had trouble finding a comfortable stance. For half an hour, I hung at various angles approaching the perpendicular, bucking rivets which my partner, chief food inspector of the county health department, drove with ill-concealed delight at my discomfiture.

When I crawled out, my left arm from wrist to elbow was crimson, moist and encrusted with dural shavings. Repeatedly I had been stabbing myself on sharp corners inside, carving chunks of skin from the elbow.

My insensibility to noise is an occupational asset acquired by riveting teams. The most fearsome sound I ordinarily endured was the clatter of typewriter keys in a newspaper city room. Now I was plunged into an appalling pandemonium generated by hundreds of rivet guns. But after three days, during which daytime conversation seemed to sift through ground glass pressing against my eardrums, the clamor gradually receded in my consciousness.

The adjustments to factory existence after adult lifetimes behind desks were not easily accomplished. In this almost violent shift from mental exercise to muscular effort, we had to learn to do with less sleep and to pull with greater will power through the mid-afternoon period of loginess that chronically afflicts office workers even if they have normal schedules.

This has been the six-day-a-week routine of double-duty Caspar Milquetoasts in our town:

Up at 7 a. m., at work 8 to 8:30 a. m., home at 5:30 p. m. for dinner, transformation to laborer's habiliments and a brief reunion with

CONTINUED ON PAGE 14

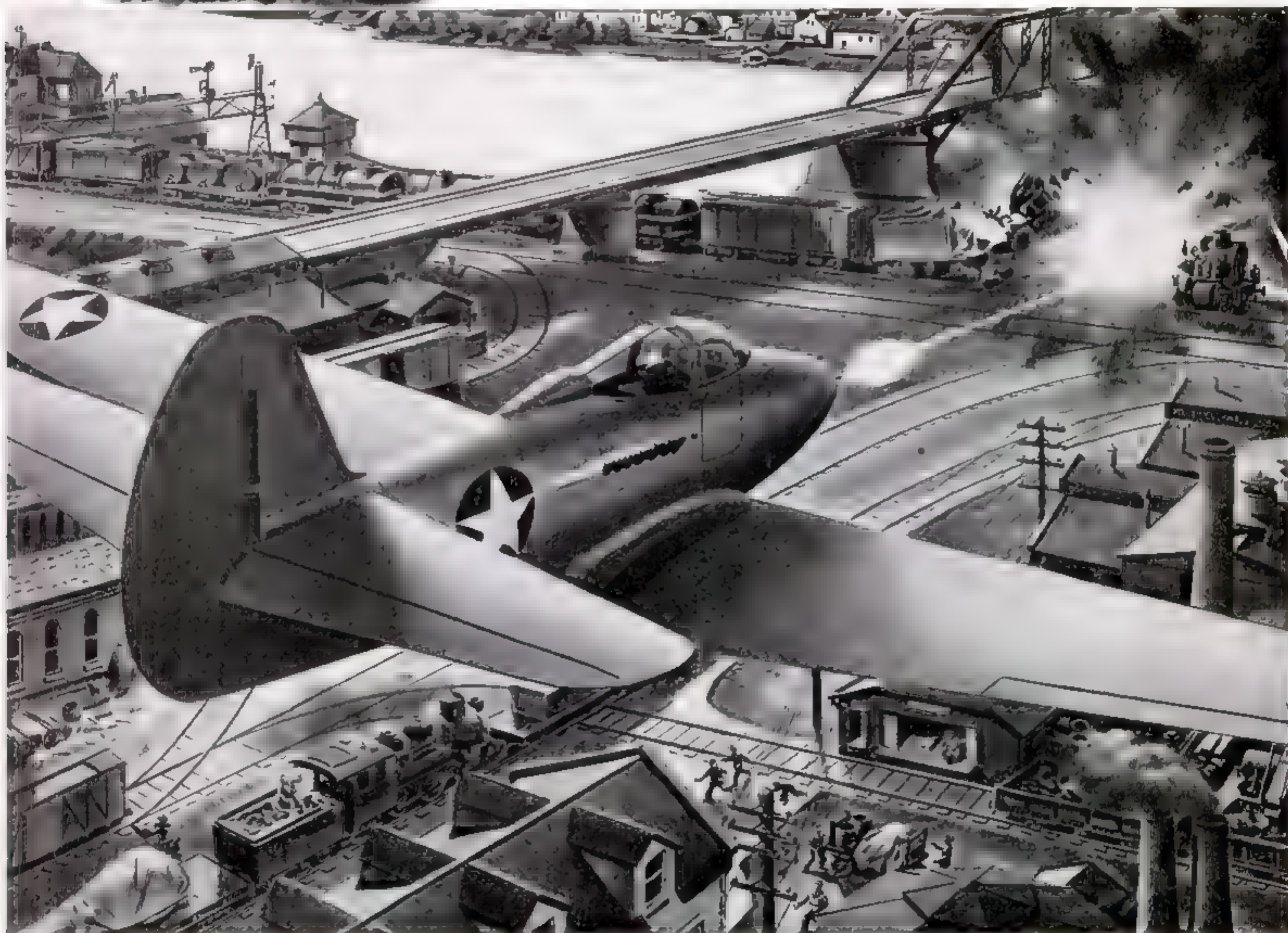


THE SAN DIEGO "TRIBUNE-SUN'S" KEEN IS A RIVETER EACH NIGHT





*"I'm off to catch  
a train to Berlin!"*



AND EVERY TIME AN ALLIED FLIER DOES "CATCH A TRAIN" IN HIS  
CANNON SIGHTS, HITLER HAS ONE LESS OF THOSE  
LOCOMOTIVES HE NEEDS SO BADLY

SOMEWHERE in occupied Europe, a train is speeding towards an Axis depot, rushing needed supplies for Hitler's war machine. But Hitler won't get them. An Allied fighter pilot has spotted this train, and he's off to catch it first! Like hundreds of others in our "aerial artillery," this pilot has "train catching" down to an exact science. First he dives, until he gets the target squarely in his sights. Then he squeezes the trigger, and high-explosive cannon shell rip into the locomotive boiler. It explodes!

...leaving the track strewn with supplies and equipment that Hitler needs so badly! One man did it—one man alone in a plane *with a cannon!* This type of automatic cannon that can smash a locomotive with a single burst of shell, shoot down any plane that flies, or even knock out an enemy tank, has opened up an important new field of aerial warfare. And today, the skies are bristling with them.

Oldsmobile factories are pouring them out, as well as cannon for tanks and tank destroyers, and shell for tanks and the artillery. "Fire-power is our business" at Oldsmobile—*Fire-Power* in the quantity and *Fire-Power* of a quality that will help speed the end of the war!



You, too, help Keep 'Em Firing every time you buy a War Bond or Stamp



**OLDSMOBILE** DIVISION OF **GENERAL MOTORS**

★ FIRE-POWER IS OUR BUSINESS ★



# LIFE'S REPORTS

(continued)

the family; on the four-hour swing shift at 7 and home again at or about midnight.

The patriotic spirit that surged through white-collar workers of our town when the program was announced proved more willing than the flesh in many instances. In little over two months, for example, six of the first 16 men to form riveting teams had quit. Earliest sign they were weakening was when they began taking Saturday nights off. They groused in crescendo about the havoc being wrought in their home lives. They groaned about inadequate sleep. Before long, they were checking in their tools.

When the first glamor wore off, when the strange environment lost its fascination and the job became humdrum, Caspar found himself at the crossroads. The pay—68¢ to 83¢ an hour—was no incentive for men who earned up to \$10,000 a year on daytime tasks. Many early terminations—after only two or three weeks' employment—occurred. But those who remained found the monotony of riveting offset by the sideshows—the events and personalities that give a war plant its character.

After three months, the only men with perfect attendance records were the 52-year-old chief deputy county marshal and the 51-year-old city engineering draftsman. The former was a cheerful, easygoing sort who was one of the two in our group (I was the other) started at the bottom wage rate of 68¢ an hour. The other, evidently more polished in the fiction practiced on employment interviewers, was hired at the 83¢ rate to which the deputy marshal and I would eventually advance, at the rate of a nickel every four weeks. But the deputy marshal never complained, although he, too, might have been getting 83¢ from the start had he recalled, when interviewed in the employment office, the time he removed the oil filter from his engine, thus qualifying him for mechanical background.

## Bombers Instead of whodunits

Our two "oldsters" who have never been absent or late are grateful for a way to help the war effort in the evening. "I get about the same sleep," says the deputy marshal. "The only difference now is that I'm building bombers instead of reading mystery stories to midnight."

I suppose we were fairly apt pupils, considering we had no pre-factory training, and I learned by trial and error. Sometimes the errors were serious, and amazing to us was the length of time a worker might perform a job badly without detection.

Stories about workers curling up inside wings and dozing through a shift had become the subject of many a quip among outsiders ever since the factory opened in our town. We have seen confirmed loafers—who exhibited their greatest burst of speed racing others to the time clock when the 11 o'clock whistle sounded—but these were distinctly in the minority. Given the tools and the materials, the workers got the job done at a steady pace, and back in our own offices we could authoritatively discredit the tales that employment in a war plant was like being on a WPA project, except that you got good money.

Our greatest annoyances were the hunt for properly functioning tools and the constant interruptions while we scampered to the rivet crib for another batch of rivets. Guns lacked the necessary wallop, air hoses sprang leaks, electric motors for our drills refused to turn over, bucking bars to fit into tight corners could not be located.

Each of us evolved expedient practices to overcome the time-consuming search for adequate equipment. The municipal court clerk found an excellent rivet gun, cached it nightly after work in the rivet crib in the tender care of a bespectacled, toothless old lady we called "Grandma." She liked the part-timers because they made her forget her age. "Quit flirting with the boys, Grandma," we'd say. "You're holding up production." Or, "Who was that we saw you with in Tijuana?" She solemnly refuted these escapades, and we loved her for it.

The county welfare inspector found a set of bucking bars which seemed to be the only ones in the plant we could wedge into certain portions of the wing. He simply hid them in his tool box, with full knowledge that the company frowned on such methods. But whenever any of us needed one of those bars, we knew exactly where to go. The county welfare inspector willingly "loaned" it.

Chasing after rivets devoured precious man-minutes. Either the

CONTINUED ON PAGE 37



**Reliance**

No other work shirt in the world has these patented features!

Elbow-Action Sleeves

Convenient Cigarette Pocket

Strain-Proof Yoke

## Only Big Yank Work Shirts Give You Safety Sleeves

Greater safety on every job—with Big Yank Work Shirts! Patented Safety Sleeves stay in place. Whether rolled up or down—can't gap or dangle to catch in machinery. Extra freedom of action, too! Other patented Big Yank features include Convenient Pocket for cigarettes or watch, and Strain-Proof Yoke. Buy Big Yank Work Shirts and Trousers at Reliance dealers everywhere—and take your change in War Stamps.

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# CHEVROLET



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AVIATION ENGINE PLANT  
NO. 1, TONAWANDA, N. Y.



AVIATION ENGINE PLANT  
NO. 2, BUFFALO, N. Y.

## THREE AWARDS TO THREE PLANTS IN ONE DAY

“... for HIGH  
ACHIEVEMENT”

Recently, three of the coveted Army-Navy “E” flags were awarded to three distinct Chevrolet plants in the Buffalo area engaged in the manufacture of Pratt & Whitney aircraft engines. Three awards to three plants (all operated by the same manufacturer) in a single day—a most unusual if not unique event in this war. All of these awards were made “for high achievement in the production of war materials” . . . “for leadership on the production front” . . . and all of them will provide an inspiration and a challenge to the entire Chevrolet organization to continue to turn out ever-increasing VOLUME FOR VICTORY.

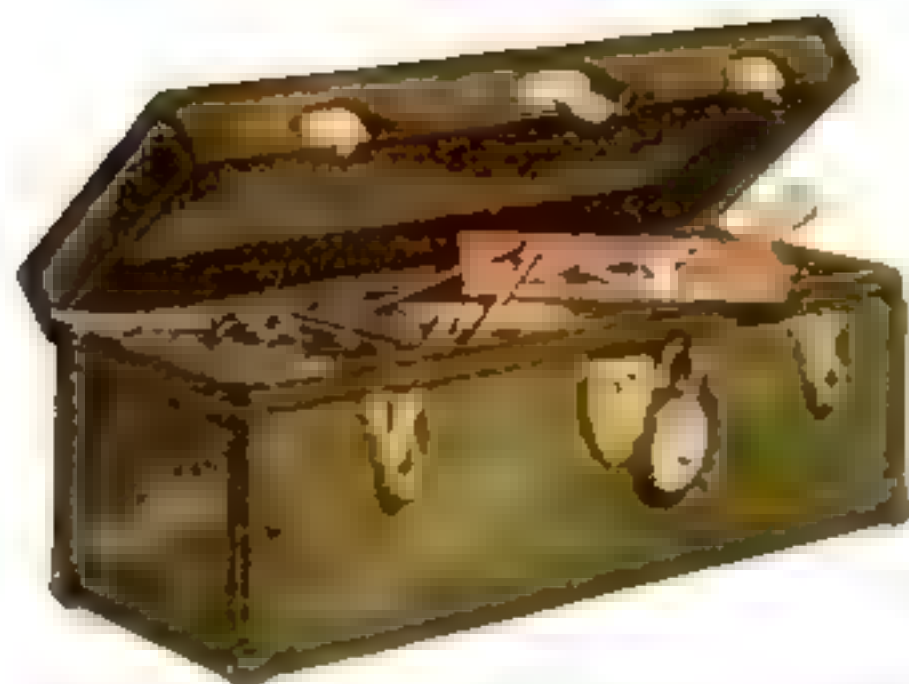
BUY U. S. WAR BONDS AND STAMPS

**CHEVROLET** DIVISION OF **GENERAL MOTORS**





**MADELAINE MERRILL**, movie star, sold a million in War Bonds at a rally in Boston last night. Tonight she will try to beat that record in New Orleans. On this tour, Miss Merrill is traveling by scheduled Airliner to every important U. S. city, *gaining* precious days and weeks for her important work.



**BOB JONES** is a "trouble-shooter" for an aircraft manufacturer, an expert at breaking bottlenecks. One turned up on a midwest assembly line last night, so Bob put his tool kit and himself on the first outbound Airliner. He'll be at work on the job in a few hours and the line will start rolling again.

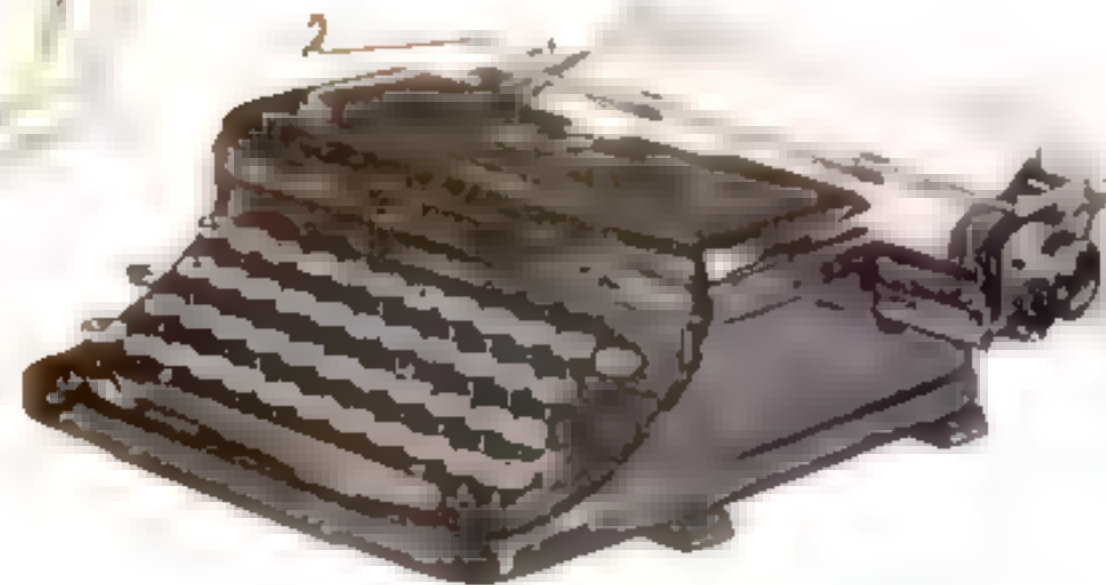


**SEAMAN ED GORDON'S** orders read, "Report San Diego Naval Base *See file*." That's due tomorrow. But the Airlines will get him there with time to spare—and would, had he been ordered to any base in the U. S., for the Airlines serve every important U. S. city and over 60 foreign countries.

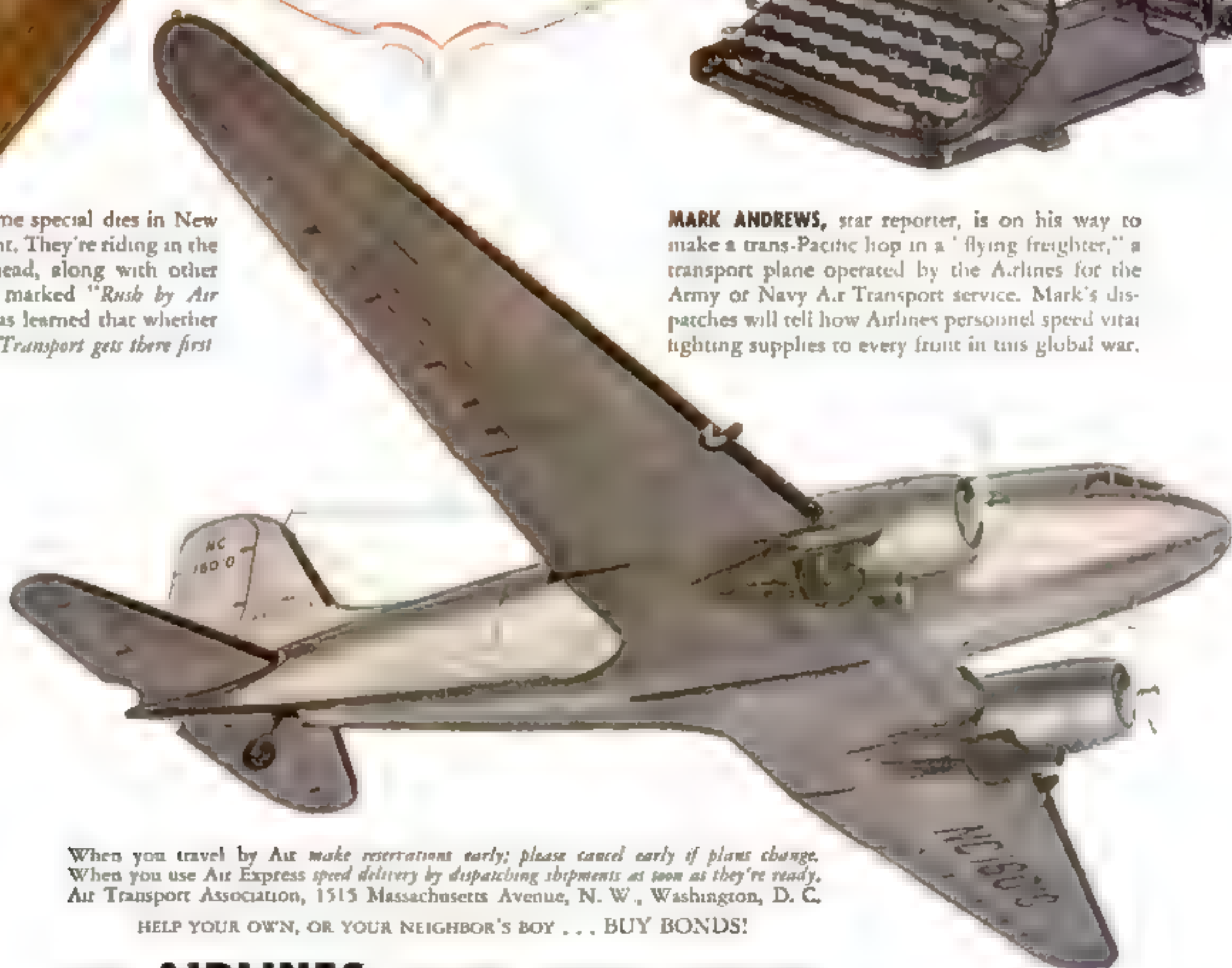
## They Get There *FIRST...* By Air



**J. L. ROBERTSON** bought some special dies in New York for his Texas war plant. They're riding in the cargo compartment up ahead, along with other important war shipments marked "*Rush by Air Express*." Mr. Robertson has learned that whether it's men or materials, *Air Transport gets there first*.



**MARK ANDREWS**, star reporter, is on his way to make a trans-Pacific hop in a "flying freighter," a transport plane operated by the Airlines for the Army or Navy Air Transport service. Mark's dispatches will tell how Airlines personnel speed vital fighting supplies to every front in this global war.



When you travel by Air make reservations early; please cancel early if plans change. When you use Air Express speed delivery by dispatching shipments as soon as they're ready. Air Transport Association, 1515 Massachusetts Avenue, N. W., Washington, D. C.

HELP YOUR OWN, OR YOUR NEIGHBOR'S BOY . . . BUY BONDS!

**THE AIRLINES OF THE UNITED STATES**

AIR TRANSPORT GETS THERE FIRST...PASSENGERS...MAIL...AIR EXPRESS





Your dog wants Milk-Bone Tiny-Bits, too! He will like its tastiness... and better still it is good for him. Tiny-Bits contains 5 vital vitamins, A, B<sub>1</sub>, D, E and G, plus high protein beef meat meal, fish liver oil, yeast, whole wheat flour and necessary minerals. Just add warm water, soup or broth, and bits of meat and vegetables if you wish. Ask your dealer for time-tested Milk-Bone Tiny-Bits today.



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There's flavor made in its spicy tang—makes meatless dishes something to cheer about. Delicious with fish, baked beans, adds hearty zest to soups and salads. Use it in cooking and at the table. Send for "Stretching Foods in Wartime" recipes.  
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**MIFFLIN**  
ISOPROPYL ALCOHOL  
RUBBING COMPOUND

## LIFE'S REPORTS

(continued)

sizes kept changing on a particular section, or we'd just run out of them. We used rivets fresh from a refrigerator (their expansion on return to normal temperature after they were driven insured a perfect seal) and we weren't allowed more than 20 at a time for fear they'd warm up before we gunned them. On some wing stations, we could race through that number in short order, so we spent as much time traveling to and from the river crib as installing rivets. It provided a moot subject for conversation in our share-the-ride gang—every one a self-constituted efficiency expert—as we rode home.

Another topic of discussion as we snailed through traffic in the dimour was why we continued our fagging routine. One, a veteran of World War I, was too old to be accepted by the armed forces now. This was his way of getting into the war. Another, father of a four-month old child, was in 1A draft classification, and he needed the extra money to pay some bills he did not want his wife to face when the President sent greetings.

"I can see the rivets I drive, and I know that I've done something tangible for the war effort," said the purchasing agent. "I can't say that about the paper work at my desk during the day."

The 3A's like myself had a selfish reason for undertaking this grimy, noisy work. In the war-crowded streets of San Diego and in the jammed public places where a man in civilian clothes feels uneasy amidst an overwhelming preponderance of uniforms, I can almost look a serviceman in the eye. Although I can detect the lurking disdain in his features, my conscience is reinforced with the knowledge that my double duty is in an infinitesimal way directly helping win the war.

And if Caspar Milquetoast regrets sacrificing the habitual pleasures of family life for the duration, he need only consider that in his neighborhood are many families who haven't seen their menfolk since Pearl Harbor—may never again see them. His own abnegation of normal existence seems trifling. At least he gets home daily for a quick dinner and change of clothes.

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AND DELCO BATTERIES  
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Enlist your dollars—  
BUY WAR BONDS





ON THIS TEST WHEEL a U. S. Royal Nylon bomber tire is driven at high speed against a giant friction wheel, crowding months of service into minutes. In this way we find out how long tires will wear and how well they will stand up under sustained punishment—often more severe than actual operating conditions. This is but one of the many scientific tests made by engineers of United States Rubber Company in developing and improving the thousands of "U. S." products.



# HOW NYLON TIRES FOR BOMBERS MEAN BETTER TIRES FOR YOU

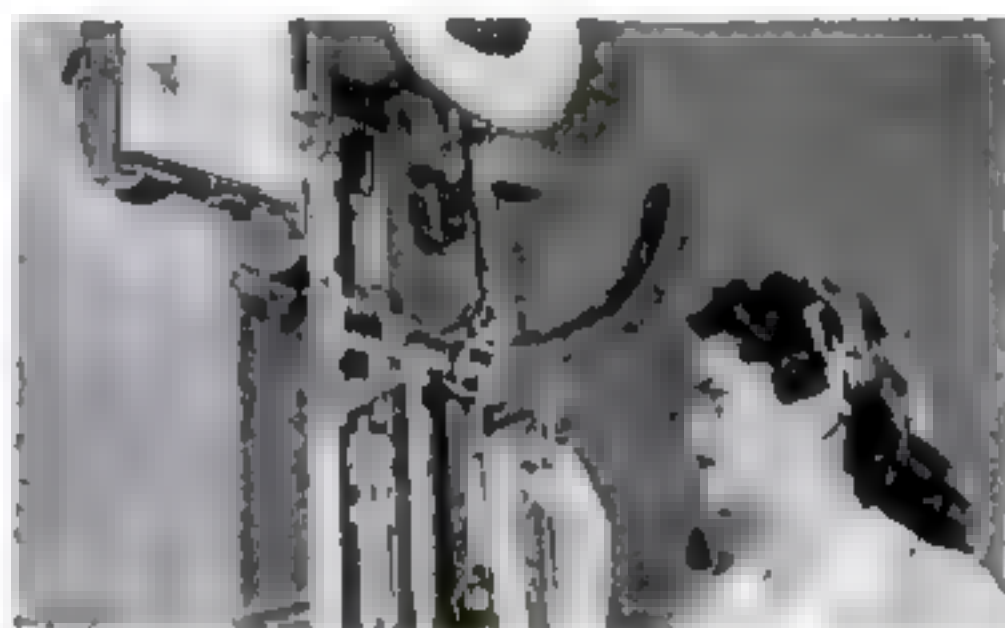
Tires made with Nylon cord bodies are today serving on giant bombers of the U. S. Army Air Corps. They're experimental, it's true, but they are turning in performance records that far outdistance even the finest tires built before. Nylon, in many important ways, is as far ahead of cotton and rayon cord in airplane tires as the self-starter is ahead of the hand crank.

When Nylon was announced in 1939—a new miracle material that made the sheerest, strongest, loveliest stockings American women had ever seen—United States Rubber Research men wondered why it also might not be stronger, lighter, more efficient material for tire cord. With their years of background in pioneering and perfecting rayon cord tires

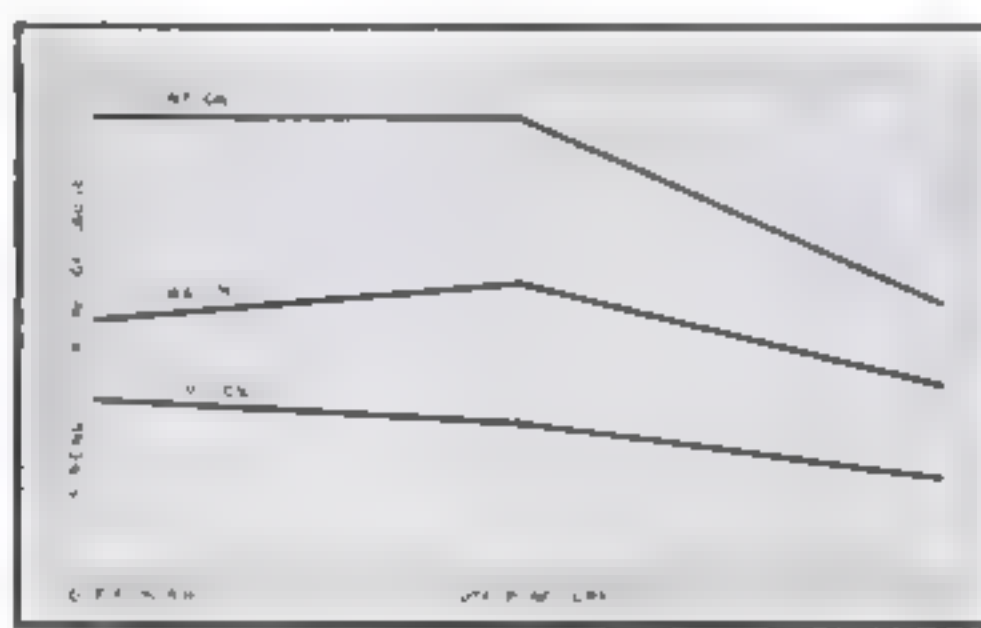
for the Army Air Corps and for automobile and truck tires, it didn't take them long to find the answer to this problem.

They built tires with Nylon bodies and tested them in the laboratory. They tested them on giant speed wheels. They tested them in actual service. In every test, these Nylon tires outperformed in ability to "take it" even the best tires of rayon or cotton cord construction.

What the future holds for Nylon still is not fully known, but this is certain: whether made from Nylon, from rayon, from cotton cords or from spider-web-thin steel, from synthetic rubber or from the natural milk of the rubber tree, "U. S." will find new and better methods and material to build better and better tires.



For years, United States Rubber laboratories pioneered in the development of rayon cord for tires. The earliest laboratory tests on Nylon indicated that a superior strength material for use in tire cord bodies had been found—that stronger, lighter tires than had ever been known before could be built with Nylon cord—twice as strong as any previously known.



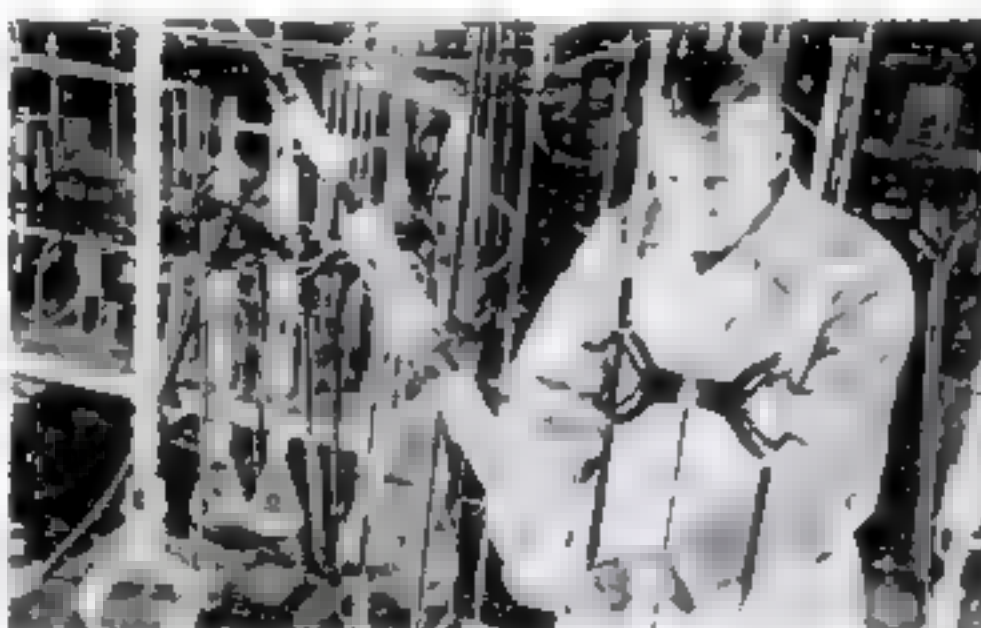
This chart shows the giant strength of Nylon cord as compared to rayon or cotton. In one test, a six-ply Nylon tire was matched against an eight-ply rayon tire of the same air capacity. Although the Nylon tire was four pounds lighter and contained 1.7 pounds less rubber, it had 25% greater strength than the rayon tire.



When bombers land, they hit the ground with a back-breaking shock. Even before Pearl Harbor, U. S. Royal Airplane tires made with Nylon Cord bodies were tested on military aircraft. On rough landing fields, under extra heavy loads, in the most punishing tests, they stood up—proved their greater body strength just as they had in the laboratory.



A bomber tire is a man-sized proposition. It is important to cut out all unnecessary weight—for, to the aircraft engineer, every pound saved in the plane itself means a greater possible bomb-load, bombing range or speed. That's another reason why Nylon airplane tires are such an important development—they point the way to lighter, stronger tires in the future.



It was the pioneering of "U. S." research men, first with rayon and cotton cord constructions and then with Nylon, that made these new bomber tires possible. Much that is secret has been found out about their performance by the Army. And much still remains to be discovered; unknown answers still must be found, unknown horizons explored.



Although U. S. Royals made with Nylon cord bodies are made for military aircraft only and are still in the experimental stage, they do point the way to stronger, safer, lighter, far better tires for your airplane and for your automobile after peace comes. Important today is the contribution they will make in giving our airmen superior fighting equipment.

Listen to the Philharmonic Symphony program over the CBS network. Sunday afternoon 3:00 to 4:30 E. W. T. Carl Van Doren and a guest star present an interlude of historical significance.

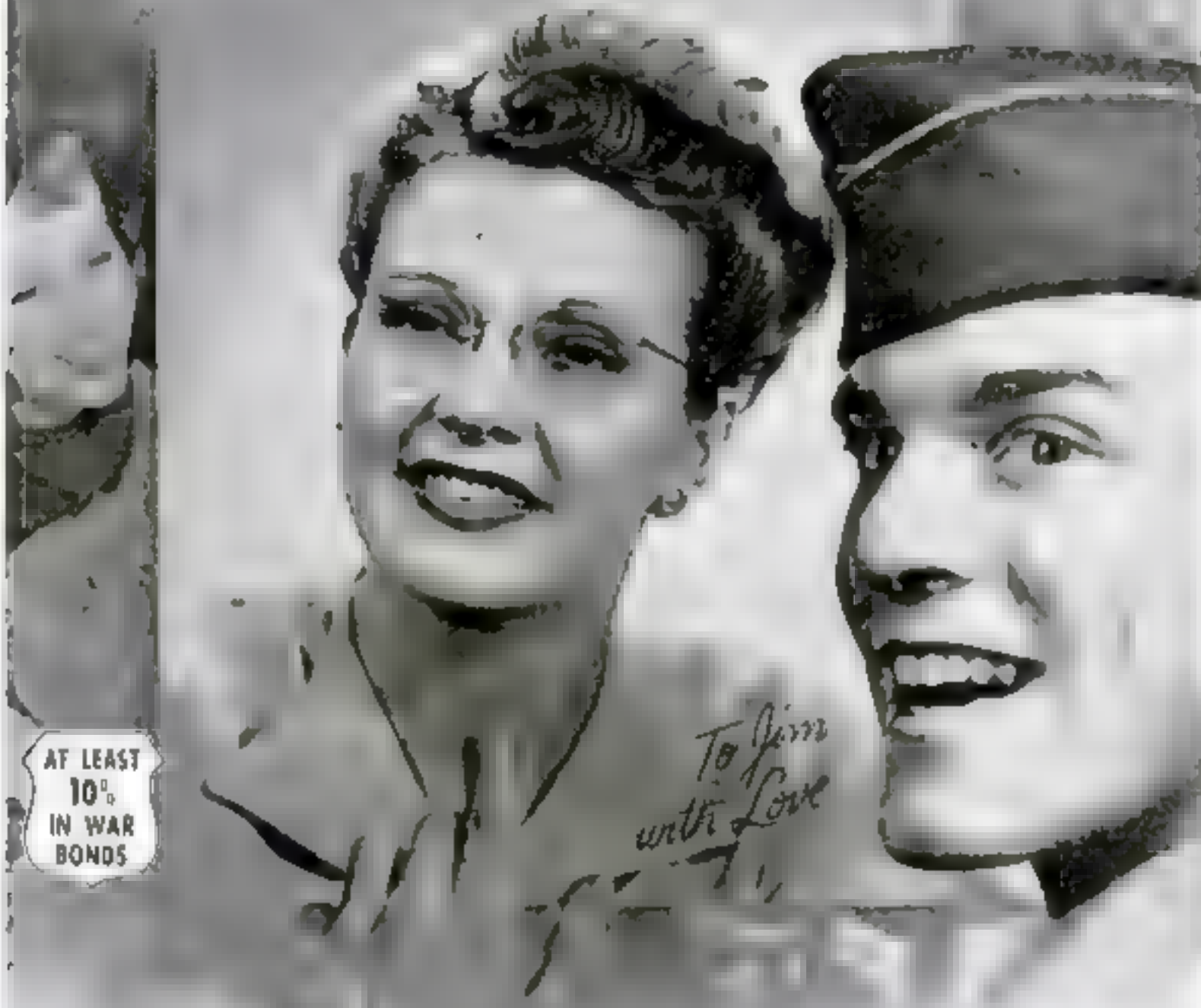


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## UNITED STATES RUBBER COMPANY



# "SHE'S NO MOVIE STAR..."

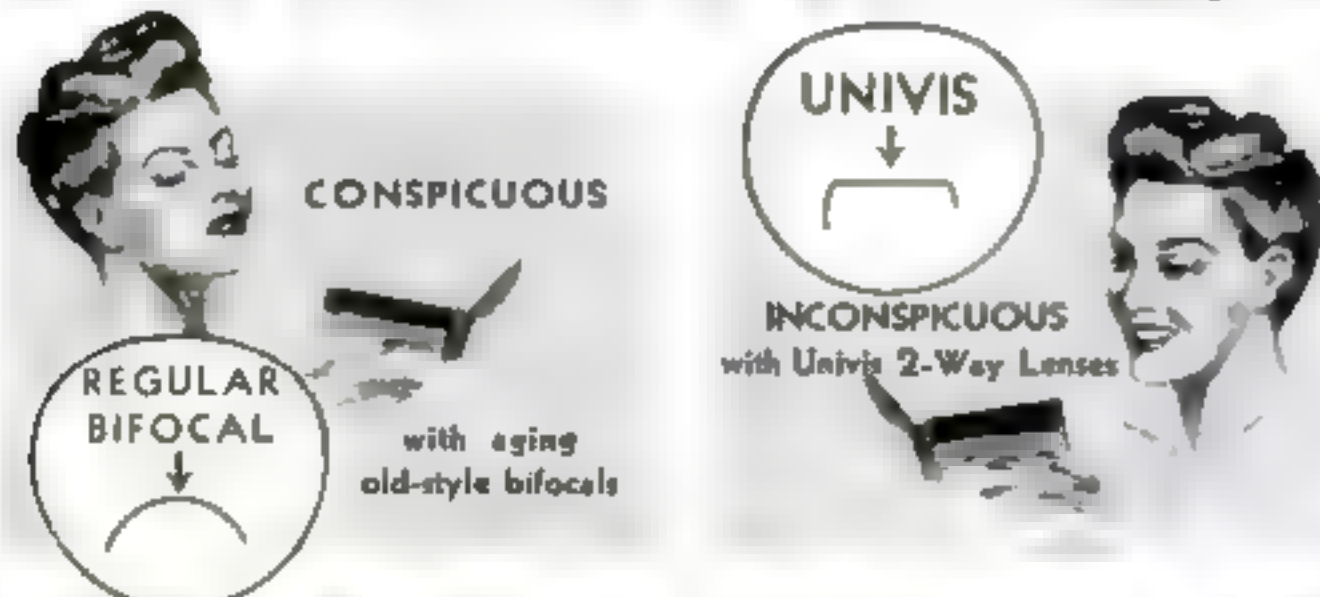


## She's my Mom"

IT isn't vanity alone that makes a woman want to keep young. It's also the desire to be useful... to serve... particularly in these trying times. And, your eyes have much to do with how young you look and feel. So why not give your vision the care it deserves? Visit your usual source of eye service periodically... and have your eyes examined regularly, once a year.

If, like so many others, you need "bifocals" for efficient vision, remember that you don't have to look old. Modern Univis 2-Way Lenses have overcome the old-fashioned, head-tilting, aging mannerisms which are usually associated with "bifocals". You can enjoy better vision, both "near" and "far" and be

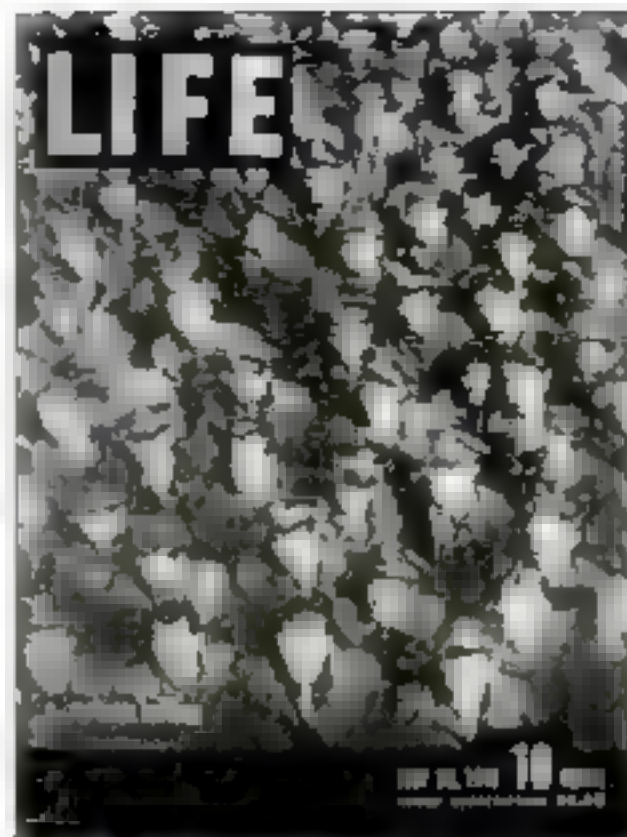
### STILL YOUNG WITH UNIVIS 2-WAY LENSES



# UNIVIS

FINEST QUALITY 2-WAY AND 3-WAY LENSES AND PRECISION OPTICAL ELEMENTS

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**LIFE'S COVER:** The young men on this week's cover are members of the combat and ground crews of "Ted's Flying Circus," a B-24 squadron attached to the U.S. Eighth Air Force. They have bombed Axis targets in North Africa, France and Germany, as well as carrying out patrols over our own coastline. See pages 67-73 for one expert's theory on how they should be used in future offensives.

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**PUBLISHER**  
Roy E. Larsen  
**GENERAL MANAGER**  
Andrew Heiskell  
**ADVERTISING DIRECTOR**  
Howard Black

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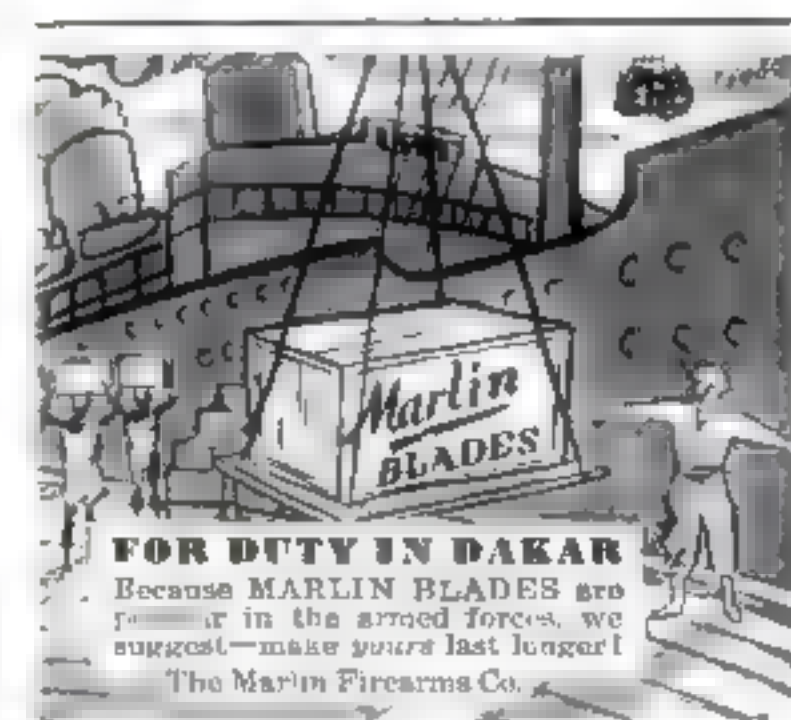
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### LIFE'S PICTURES

This picture of LIFE Photographer Bill Shroat shows him on Lieut. General Millard Harmon's landing barge heading for Rendova Island (see pp. 36-38). He is holding a captured Jap sword which he later presented to General Harmon. Shroat, 30, came to LIFE three years ago from the Washington News. He is married and has two daughters. This is his first war-zone assignment. While in the South Pacific waiting for action he photographed *South Sea Island Scandals* (LIFE, July 5).

The following list, page by page, shows the source from which each picture in this issue was gathered. Where a single page is indebted to several sources credit is recorded picture by picture (left to right, top to bottom), and line by line (lines separated by dashes) unless otherwise specified.

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TELLS EVEN HIS

# Youngest Powers Models

to use **ONLY KREML SHAMPOO**



## So, Mother—Wash Your Child's Hair This Easy Way. Notice How It Brings Out The Natural, Sparkling Beauty!

Every loving Mother likes to receive pretty compliments about her children's hair. And here's something every Mother should know about SHAMPOOS!

John Robert Powers, one of the greatest beauty authorities, always instructs even the tiny tots who are lucky enough to belong to his famous group of Models—to use *only* Kreml Shampoo. And certainly *he* should know!

Mr. Powers claims there's nothing better than Kreml Shampoo to thoroughly cleanse the hair and scalp of dirt and loose dandruff and to make the hair so much softer, silkier and easier to arrange. Notice how it brings

out the hair's natural glossy beauty and highlights.

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Kreml Shampoo positively contains no harsh caustics or chemicals. It never leaves any excess soapy film. Instead—it's a mild, gentle shampoo with a beneficial oil base—so excellent for shampooing children's hair.

Get a bottle today from any drug or department store. Your child will like the fragrant billowy suds of a Kreml Shampoo and you'll be delighted with results.



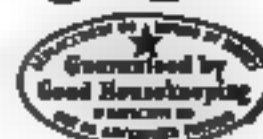
### Mother! Take A Beauty-Tip From These Gorgeous Powers Models

Just as John Robert Powers advises his child models—so he also tells his lovely grown-up models to always wash their hair with Kreml Shampoo. So, Mother,

be sure to try a Kreml Shampoo on your own tresses. Kreml Shampoo leaves the hair so much softer, silkier and gives a natural lustrous sheen that lasts for days!

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FOR SILKEN-SHEEN HAIR—EASY TO ARRANGE  
MADE BY THE MAKERS OF THE FAMOUS KREML HAIR TONIC





# INDIANA FAMILY WORKS TOGETHER FOR VICTORY!

So that Mr. and Mrs. DeGoyler can both hold down war jobs, every member of this ambitious family takes a hand in managing the house



Sunday is indeed a red-letter day for the DeGoyler family of Indianapolis, because this is the one time in the week that Mr. and Mrs. D can stay at home and enjoy their two children, Evelyn and Robert. Although

ten per cent of Mr. DeGoyler's pay is systematically invested in War Bonds, they have managed to buy their own home, to remodel it and modernize its furnishings. They also own the little house next door.



Dinner on Sunday is Mrs. DeGoyler's culinary spree of the week. The meal usually consists of a roast, potatoes and gravy, peas, salad and tapioca . . . for extra flavor, she keeps Heinz Prepared Yellow Mustard and tempting Heinz Tomato Ketchup on the table.



Evelyn, twelve, and Bob, eleven, get along nicely together. During school months, Bob helps Evelyn prepare breakfast, for Mrs. DeGoyler, electrical machine worker at P. R. Mallory, electrical manufacturers, leaves the house early every morning, returns at 4:30.



An arc welder at the Chevrolet Body Plant, Mr. DeGoyler likes to tinker around the house, and is unusually handy at such jobs as the repair of household electrical appliances. He planned the attractive kitchen himself, with an eye to its convenience for the whole family.

**M**RS. DEGOYLER knows the secret of livening wartime meals economically and easily—and so do thousands of America's best cooks! They look to non-rationed racy Heinz Condiments, Pickles and zesty old-fashioned Relishes for those extra little touches of flavor that make meatless dishes, spaghetti casseroles and budget meals more interesting.

Now that you're stretching your ration points by cooking more foods yourself, you'll find Heinz 57 Sauce, Worcestershire Sauce, Pepper Sauce and other keystone-labeled zestmakers wonderful short cuts to good eating—great praise. And you'll discover that crisp, spicy Heinz Pickles pack a real punch into lunch-box meals!

57



Both children are home for lunch, and Mr. DeGoyler helps them get this noon meal before he goes to work. One of their favorite menus features the new Heinz Condensed Cream of Tomato Soup, egg sandwiches, head lettuce salad with dressing, cookies and milk.





HOW PARACHUTISTS LANDED ON A SICILIAN AIRFIELD AFTER A BOMBARDMENT IS SHOWN IN MODEL BY GEDDES. FOR WHAT HAPPENED TO THE AIRFIELD LATER, SEE PAGE 25

# SICILY INVASION GOES WELL

Just before midnight on July 9, in a stinging wind off the Mediterranean, the first Allied troops landed on Sicily. They were parachutists and glider troops like those shown above in the LIFE model by Norman Bel Geddes. A few hours later British, Canadian and American infantrymen were storming the island's beaches. The biggest combined operation of land, sea and air forces in history had begun.

After seven days of fighting, the Allies held 2,000 square miles of Sicily. The invasion was going well. The British were close to Catania on the east coast, and apparently were headed straight for Messina. On the south the Americans had captured 16,000 prisoners and were near Agrigento and Caltagirone. In the center British, Canadian and American troops had joined and pushed 40 miles inland.

To the people at home, however, the pattern and

strategy of the invasion was still not clear. Because it was necessary to keep many movements of the Allied armies secret, the fighting was reported only in isolated fragments. Never was it reported in its entirety. Thus the public got a picture of the town of Ragusa being captured by two American jeeps, of Canadians smashing ashore at Pachino, of Italian civilians selling oranges and vegetables to the Americans and Italian soldiers surrendering with their traveling bags already packed, of General Patton jumping into the surf and leading his troops to victory. But never was a good over-all picture of what was happening given.

Nevertheless, by week's end, certain things were obvious. The Allies had caught the Italians and Germans by surprise. The movement of 2,000 invasion ships and barges from North Africa had been a big

logistic success. The Italian fleet had been unwilling to come out to fight, and the Axis air force, though a pesky nuisance, had been unable to slow up the landing operations. The first troops to go ashore had been engineers and sappers carrying Bangalore torpedoes, automatic arms and grenades. They were followed closely by the infantry, artillery and Rangers. Meanwhile, overhead, the Allied air forces, holding complete command of the sky, blasted not only Axis troops, railroads and communication centers, but big Italian cities like Naples, from which Axis reinforcements might be expected to come.

In Washington, military authorities reported the invasion ahead of schedule. But they warned of the hard fighting to come. Apparently the Axis had 300,000 experienced troops in Sicily and many mountain positions, from which it will be tough to drive them.





## MODEL SHOWS HOW ALLIES LANDED EQUIPMENT, TROOPS FROM BARGES ON BEACHES

"It was like a Spithead review," said a British naval officer, commenting on the orderly landings made on the beaches of Sicily by thousands of Allied soldiers and landing craft. Landings themselves began in darkness about 3 a.m. the morning of July 10. They were covered by a big fleet of Allied warships, including cruisers and destroyers, which quickly silenced Italian coastal batteries. A heavy swell, caused by a windstorm, made some of the men sick and nearly overturned some of the barges, but did not slow up operations.

By dawn many of the beaches presented a scene like the one shown in the LIFE model above. The first landings have already been made and the Axis troops beaten away from the bridgehead except for isolated resistance in the hills, with which the Luftwaffe in the background is dealing. Onto the beach itself have come all kinds of landing craft—tank carriers, rubber boats and personnel carriers. Some of the men are rowing ashore and others are plunging through the surf in water up to their waists. Ashore, gaps in the





barbed-wire barricade have been cut by the engineers, and tanks have been assembled in a temporary tank park behind the wire. At the upper left trucks are pulling guns ashore, and a top sergeant, his hands on his hips, bawls out his instructions. In the center, a German coastal gun has been put out of commission and dead Axis soldiers lie nearby. On the far right dual purpose antitank and AA guns have come ashore, while in the background, trucks, tanks, guns and men all move off toward the fighting inland.

Such a scene as this would be impossible without complete command of the air and the sea. That this was secured was one of the major feats of the invasion. Only infrequent air attacks on Allied ships were made by German planes, the most important of these being an attack by two waves of 20 to 24 Junkers 88s on a convoy protected by warships. In contrast to this, Allied planes destroyed and sank Axis ships wherever they appeared, and in addition to paralyzing the internal communication system of Sicily, destroyed the ter-

minal for the ferries operating across Messina Strait.

The plight of the Italian Navy was well expressed by General Achille d'Axet and his naval aide, Captain Preney, who were captured in one of the first days of fighting by the Americans. Said the naval aide, "We knew that this was serious. Not one word had we from Rome—alas, never again did we hear from Rome. We knew the attack was too big for us."

"And," soliloquized Captain Preney, "of what use is a naval liaison officer without a Navy behind him?"





Allied tanks attack the airfield. After parachute troops have been partially driven away. Escorted by P-39 fighters, the tanks move slowly against Axis positions on the left side of the field.

## ALLIED TANKS TAKE AN AIRFIELD AND IT BECOMES AN IMPORTANT AIR SUPPLY BASE

On page 25 you saw the Goett's model of a Sicilian airfield under attack from Allied parachutists and glider troops. Unfortunately on the night of July 9 over Sicily a strong wind was blowing. It blew many of the airborne troops far from their objectives and the few who landed on the airfield were not able to hold them for long. Tanks and infantry attacks were necessary to regain the fields for Allied use.

By July 14, however, the coast from Licata around Cape Passaro to Augusta was safely in Allied hands. The airfields then looked like the model at right. Here, under the shadow of a Sicilian mountain town with its church and old houses, the airfield which was bitterly fought over by parachutists and tanks has become an important Allied air supply base. U.S. transports and fighters have landed on its runways and crews of engineers are getting ready to repair its bombed hangars and landing surfaces. Toward the mountains in the foreground rattle Allied tanks and trucks, pursuing the fleeing Italians, while in the distance cargo ships contravandy bring in supplies through a captured port. On the mountains in the distance burst Allied cannon shells, indicating ridges where Axis troops have taken up new positions.



After the tank battle, when the Allies first begin to use the airfield, it looks like this. Hangars and German planes have been wrecked, and bomb holes are everywhere except on runways.







U.S. TRANSPORT AND FIGHTER PLANES LAND ON NEWLY-WON AIRFIELD

CONTINUED ON NEXT PAGE 29

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The landings on Sicily were made at the seven main points shown here by arrows. They were preceded by a four-week aerial bombardment of railways, roads, airfields and communication centers. Especially hard hit by Allied bombers, operating from North Africa and from Malta, were Sicily's airfields of which 40 are noted on this map. In addition, the chemical plant at Termini Imerese and the harbor facilities at Messina were pounded. To protect the invasion force

of 2,000 ships, fighter planes operated out of Malta, thus proving the importance of the long British defense of that island. During the landings, the Americans at Gela met the toughest opposition, one Axis counterattack driving straight through to the beach itself, before the U. S. troops were able to reestablish their positions. At Licata landings were easier, and in the east British and Canadians ran into comparatively little opposition until they were well inland.



Possible routes for fresh advances into Europe after Sicily has fallen are shown here. Italy itself could then be invaded and good additional bases for bombing Germany secured. Or the Allies could press on into Yugoslavia, where friendly guerrilla armies already await them. From there all of eastern Germany, hitherto untouched by bombs, would be at their mercy. The possibilities for the use of other routes into Europe have not been changed by the Sicilian invasion.



Opening up the Mediterranean, which was one of the objectives in the invasion of Sicily, results in a tremendous shortening of sea routes to the Near East, Russia, India and China. This map shows how the sea route from the U. S. to Russia (to either Beirut or Abadan) is cut in half and how the route from England to Calcutta is reduced by more than 3,500 miles. This has the same effect on Allied war strategy as the addition of several million tons of new shipping.





Allied advances in the first week of the battle for Sicily brought them near Agrigento and to Canicatti on the west, to Niscemi, Vizzini and Palazzolo in the center, to the edge of the Catania plain on the east. The leaders of the Axis armies apparently expected an attack on the western edge of the island and had most of their 300,000 troops stationed there. They were reported moving them rapidly eastward and were expected to launch a major counterattack on the Ca-

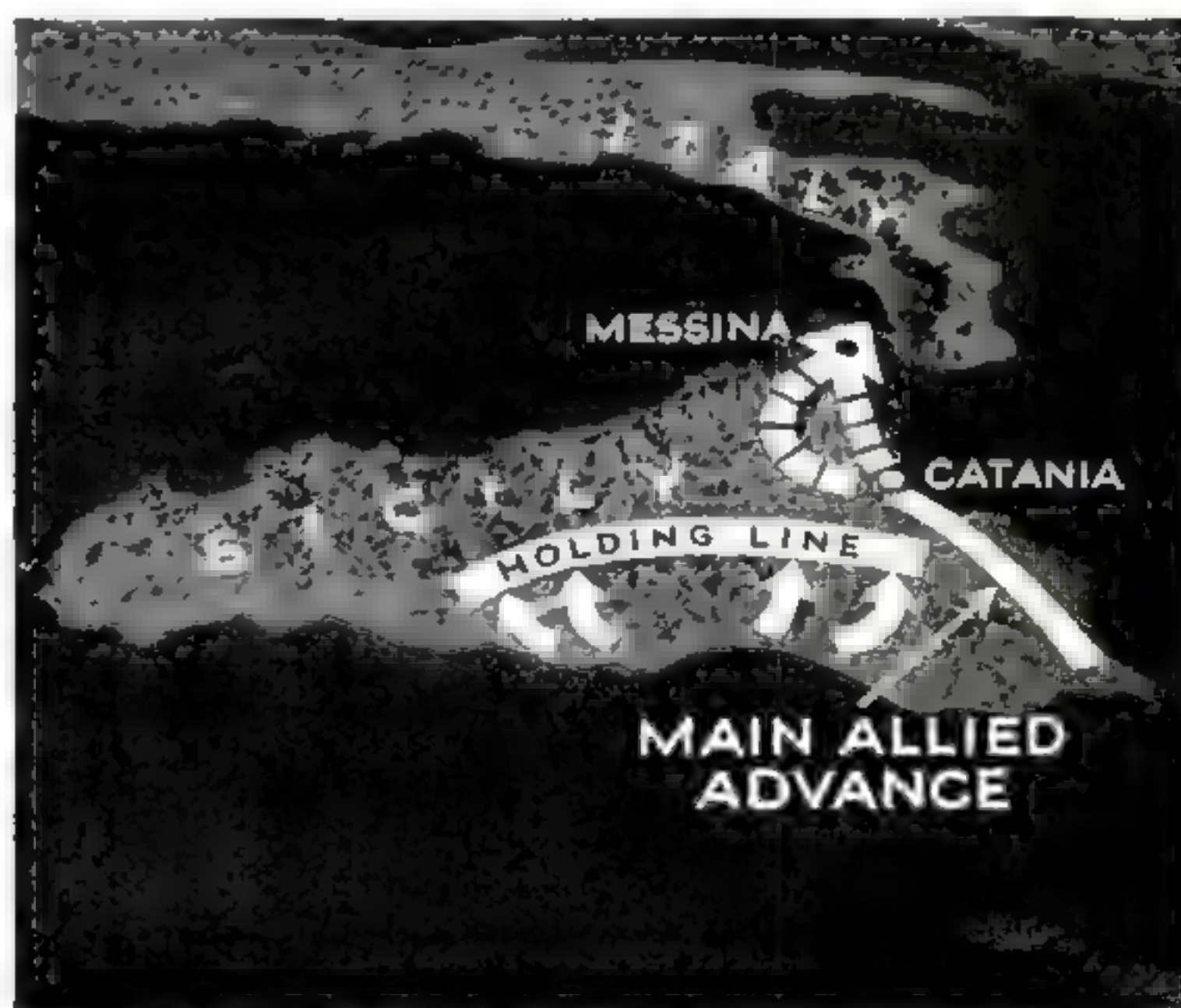
tania plain. Even if such an attack failed to develop, however, the Allies were going to have a tough job getting to Messina and cutting off Axis troops from the mainland. This relief map shows the reasons why. Sicily is a rugged island, with jagged peaks and precipitous valleys. The only routes over which it is feasible to move troops follow the railroads, shown here by crossbar lines. Along all such routes through the mountains there are good defensive positions.

## MAPS SHOW THE ALLIED POSITIONS AND THEIR TACTICS IN BATTLE FOR SICILY

At the end of last week, the sequence of events in Sicily was still not clear. The maps on these pages, however, show what apparently was happening. "We really hit them for six," said General Montgomery, using his favorite cricket term to explain how the invasion was going. But he declined to say how long the campaign would take. "Maybe a month, maybe six months, maybe two weeks," was his answer.

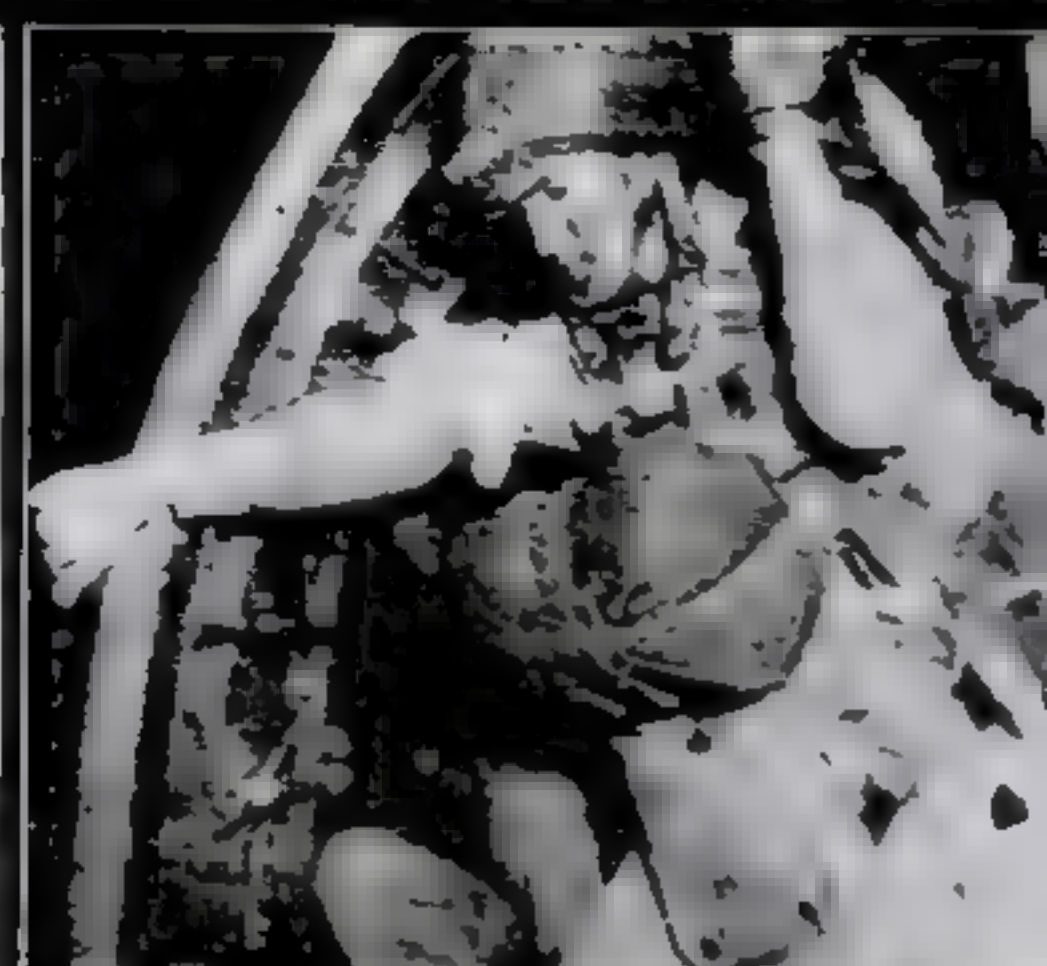
General Montgomery was one of two Army commanders in charge of land operations. Under him was the famed British Eighth Army, to which has been added the Canadians. The other Army commander was Lieutenant General George S. Patton Jr. who commanded the Second U. S. Army Corps for a short time in North Africa. Under him was the American Seventh Army, including at least five divisions: the First Infantry Division; Third Infantry Division; 45th Infantry Division; Second Armored Division; and 82nd Airborne Division. Both these Army commanders functioned under the united command of General Eisenhower and his deputy, General Sir Harold Alexander. The naval forces were under the command of Admiral Sir Andrew Browne Cunningham and the air forces under Air Chief Marshal Sir Arthur Tedder.

This was practically the same chain of command, including both British and American, as had worked so well in North Africa. In Sicily they seemed to be developing a particularly brilliant strategy. The map at the right shows what they may be up to. If Messina can be taken, the route of supply for the Axis soldiers in Sicily then will be cut off, and the Allied air and sea forces will prevent reinforcements from reaching the Axis troops by plane or by ship.



Possible Allied strategy is shown here. Last week the invasion armies were busy securing strong beachheads and pushing far enough inland to have a firm base. Once this is done, the U. S. armies on the left flank may be ordered to hold while the British on the right push for Messina. If the Italians and Germans throw many troops at the British, the Americans then will be able to hit the Axis from behind, and the Axis armies will be caught between the two Allied armies.





COL. KOUNS TELLS PARACHUTISTS SICILY IS DESTINATION.

AMERICAN CHUTISTS WAIT TENSELY ENROUTE TO SICILY.

PARATROOPER LEAPS FROM TRANSPORT OVER SICILY.

# TROOP LANDINGS AT GELA IN SICILY

A LIFE correspondent goes in with first wave of Americans, who fight their way ashore in the darkness

by JACK BELDEN

On the evening of July 9 as our invasion fleet steamed out and headed toward Sicily it seemed as if the whole landing might have to be postponed. A fresh breeze had sprung up from the north and then swung around to the west, creating a choppy, heavy sea. To launch landing boats in such a sea appeared difficult, if not unfeasible. As the wind lashed the sea into a froth, the soldiers in the hold of my ship grew pale, then became seasick and vomited.

Our operation, however, was too vast and complicated to change at the last moment. Parachutists were scheduled and we couldn't let them land alone. Besides there was so much at stake we couldn't turn back no matter what difficulties were involved.

At 11:45 p.m. we reached the "transport area" where our boats were to be launched and lay to. A quarter moon shone on the white-capped sea. I put on a belt with a first-aid kit and two water canteens, stuffed my pockets with two days' K rations, toothbrush and notebook and went on deck. What we saw from that deck was not reassuring. Expecting a dark coastline which we wished to overwhelm with surprise assault, we looked instead toward a brilliantly lighted shore where fires glared for several miles. The sky was shot through with ack-ack tracers and though we were glad to assume that our planes were bombing the area we knew the enemy was definitely alerted.

As we watched, a brilliant light suddenly flashed on the shore and a blue-white streak shot across the

Jack Belden, war correspondent for *Time* and *LIFE*, was one of the reporters selected to go with the first American troops into Sicily as a representative of the combined American press. *LIFE* readers will remember his articles on the British in Burma (*LIFE*, May 8, 1942) on General Claire Chennault (Aug. 10, 1942) and on Malta (Feb. 15, 1943).

waves and fastened on our fleet. From one ship to another that light went, pausing at each one, and, like something human, seeming to say: "I see you."

We knew now we could not count much on surprise. Men suddenly began inspecting their life belts to which they had heretofore not paid much attention. Others began getting rid of excess weight, taking the wrappings off their rations, discarding toilet articles, all to lighten themselves for the dash up the beach and hard fighting ahead.

"Maybe they'll be scared to death"

Major Walter Grant of Providence, R. I., commander of the first battalion of infantry, tried to ease the tension, and laughingly said: "Now that they see us, we can't surprise them but maybe they will be scared to death."

The ship's loudspeaker boomed: "Go to your debarkation station." Amid confused shouting we slid one by one down a rope into the boat and suddenly the boat was in the water, rocking sickeningly. Circling over the dark sea we shouted for the other boats of our

assault waves and told them to form up on us. We headed toward the blue light hanging from the mast of a gunboat which was standing off shore marking the line of departure for landing craft.

The sea spilled over the half-open ramp on the bow. A Navy ensign called to the soldiers: "Bail with your helmets."

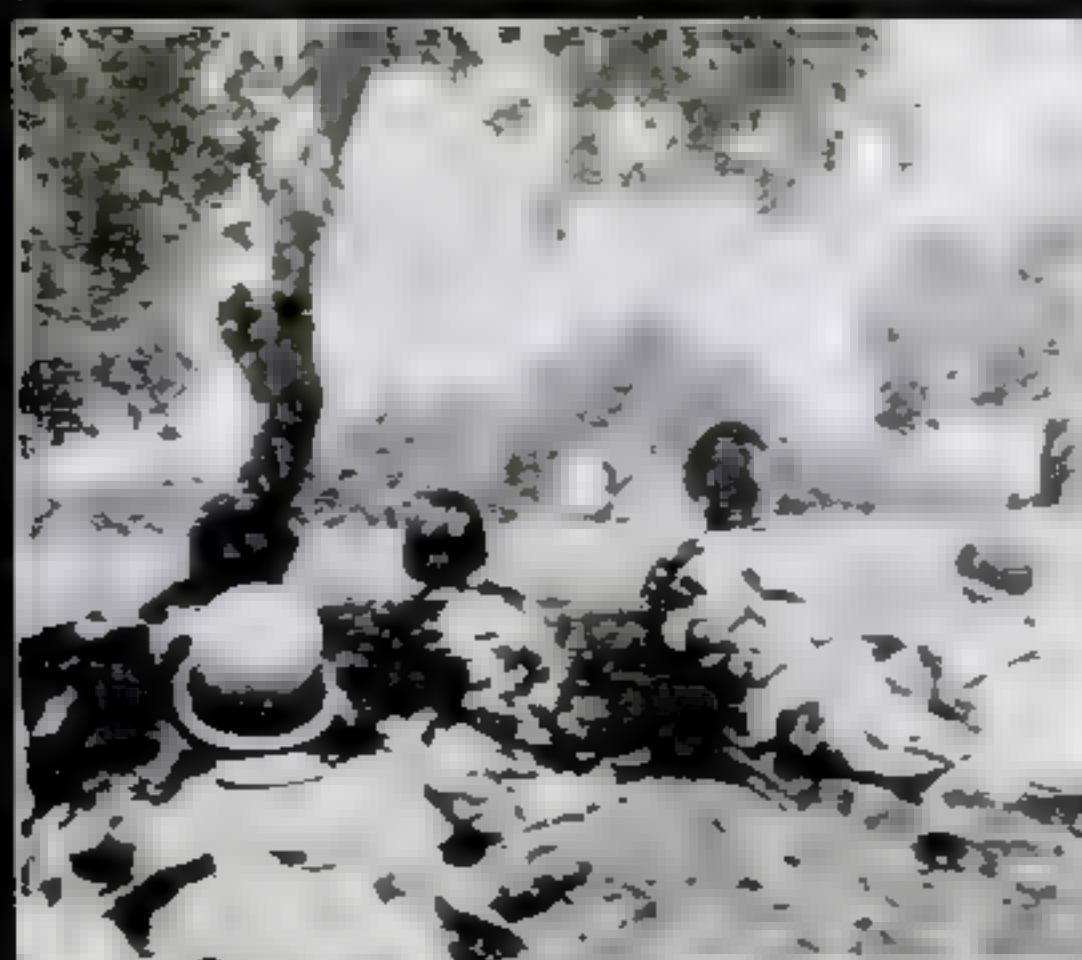
The soldiers were feeling miserable. The fellow next to me held his head in his hands, softly moaning. Another leaned over the high armor-plated side and vomited.

Except when vomiting, everyone crouched low in the boat but I stood up looking over the side. The shore searchlight shot on us, illuminating us like an actor on a darkened stage. In the glare I saw the green, pale faces of the soldiers and one of them growled: "Why don't they shoot out that damn searchlight?"

Suddenly a blue light was over our heads and the gunboat marking our line of departure was grayly silhouetted. From the darkness near the light came a voice from the loudspeaker: "Straight ahead. Go straight ahead. You'll see the light on your right. Land there. Look out for mines. Good luck."

Our engine now roared loudly as the ensign cut off the underwater exhaust and headed full speed for the shore. As we picked up speed and water cascaded through the ramp on top of us, there emerged from two converging directions from the shore two strung necklaces of red balls. Hastily I ducked low to avoid being hit.

ALLIED PARACHUTISTS FIGHT THEIR WAY THROUGH GROVE



ITALIAN PRISONERS ARE ESCORTED THROUGH MINE FIELDS



BRITISH INFANTRY PATROL PACHING AFTER CAPTURE







PART OF INVASION FLEET CROSSES MEDITERRANEAN



ALLIED LANDING BOATS ARE BOMBARDED BY COASTAL GUNS



KNEE-DEEP IN WATER, TROOPS UNLOAD THEIR AMMUNITION

I was trying to hold the head of a soldier vomiting next to me when suddenly the craft shuddered violently once or twice, the engine raced and roared, there was a jerky bump and the boat swerved and came to a halt.

An ensign shouted, "Open ramp."

The ramp went down halfway and stuck. The soldiers looked at the open hole in front of the boat, and pulled themselves to their feet.

"Get off!" cried Major Grant. "Jump off. You want to get killed here? Get on that beach."

We leapt out into the darkness and sank in water up to our necks. Close by there was the sharp crackle of a machine gun. I pushed toward shore bending my knees as the water grew shallower, keeping only my helmet-covered head above water. Finding I wasn't hit I realized that the enemy fire was surprisingly light and I forgot to be scared any longer.

Ahead I saw a sandy beach and a slight acclivity up which the soldiers were crawling, all of them halting every few steps and lying flat on their stomachs. Slowly I walked up the beach thinking how easy it had been so far and on one side of a sandy slope I found Bob Landry, LIFE photographer, lying with his face in his hand, panting for breath. His heavy packs of film were tangled in his lifebelt which he had inflated in the excitement. I untangled him, took his pack, and we rushed up the slope through the deep sand as Major Grant called imperiously, "Get inland, keep moving!"

We had entered sandy ground shaded with small trees and knee-high bushes. There was no firing in our direction now but it was dark and confusing. We halted to get our bearings. While we gathered in a hasty conference under a grove of trees, a soldier held out a bare arm to me and said, "I've been wounded. But there is so much blood I can't tell exactly where." One of his buddies came up and bandaged him and we pushed through the bushes moving away from the sea.

On our left a fierce shout abruptly rang out of the darkness. As one man we dropped to the ground. Peering cautiously from under my helmet I saw a machine-gun pillbox etched against the skyline. Again that strange voice emerged from the darkness but now it was high-pitched and panic-stricken.

From the ground beside me another voice shouted, "He wants to surrender." Then all of us called "Surrender!" to the Italian but no one appeared out of the pillbox.

#### "Shoot the bastard"

"Shoot the bastard, we can't wait here all day," growled someone.

"No, don't shoot him, maybe these people don't want to fight."

Finally an Italian-American soldier yelled "*Viene qua*" several times and then, creeping out on all fours like an animal, emerged a figure from the pillbox. Down the hill he came toward us screaming with a sort of sobbing sound something that sounded like "*Basta, basta.*" ("Enough, enough.")

Down the slope he came to us and we made out his Italian uniform, seized him and searched him. Then we pushed on.

Major Grant and his executive officer, Captain Paul Carney, of Newton Upper Falls, Mass., stumbled back and forth across the sand from one knot of soldiers to another, snuffing like bloodhounds to see where the flanks of our still unassembled force were. "Spread out, spread out," they cried pushing two soldiers toward the right, then two toward the left.

Moving westward in the general direction of Gela, we also kept working inland and soon we were climbing up and down over a series of high dunes until at last on the right there appeared a small wood down into which Major Grant hustled us for there was cover and a screen for our movements. On the far side of the woods we pushed through bamboo fences and across

vegetable gardens until we came to a gray stone house. Inside were 102 Italian soldiers whom we took along with us.

Slowly dawn crept over the hills and we got our first clear glimpse of Sicily.

We found ourselves in a grape vineyard and, lying low beneath the vines, that was at first all we could see. Paul Carney pointed up the slope on our left which overlooked the sea. There on the ridge pointing directly at our ships were three guns. On closer approach they proved to be crude wooden imitation artillery pieces. "If those had been real guns we never would have landed," said Carney.

At 5:30 two soldiers carrying our radio caught up with us. Underneath a fig tree the radio operator extended a thin metal rod that was the antennae and called into the mouthpiece. But there was no answer. Evidently the battery had become wet in landing. Fifteen minutes later 20 German planes hove over and though we couldn't see them we knew that our invasion fleet was being raided. Enemy artillery in the hills to our north was now also opening up.

Four Italian soldiers were coming back along a path with a wooden door carried on their shoulders. On the door was lying a figure with a small bullet wound in his stomach. One prisoner was very happy to be with us. By a coincidence he knew the grandmother of Pvt. Anthony C. Mamzo, of Bristol, Pa., who lives in Sicily not far from Gela. The prisoner had been born in Boston and brought back to Sicily at the age of one. He said that most soldiers around Gela had been expecting us ever since June 10 when the British dropped pamphlets saying that the Allies had no enmity against the Italian people. He seemed to think that we would have little trouble conquering the rest of Sicily. If we let the people know that we had arrived they would throw in with us.

Most of the snipers by now had fled and we walked into Gela which the Rangers had captured at 9 a. m.

SICILIAN VILLAGE WAS FOUND UNBOMBARDED BY WAR



BUT BUILDINGS IN GELA WERE BLASTED BY ALLIED GUNS



INTO SQUARE AT LICATA MARCH CAPTURED AXIS SOLDIERS





# OUR ARMY

## WITH ITS ALLIES IT ACHIEVED IN THE SICILIAN LANDING A NEW HIGH IN MILITARY SCIENCE

Last week the news was hot with battle. From pictures and maps, from stories hastily written on the spot, Americans got lurid glimpses of the ancient island of Sicily as it loomed out of the dawn, its rim smoking with war. We could almost hear the roar of the transport planes, coming in low through the darkness, and almost see the parachutes blossoming like huge pale flowers in the moonlight above little Sicilian towns. We learned how the bombers flew over like screaming birds, and the bombs shrieked down and crashed into the oil dumps and docks, and the great red fires were reflected on the uneasy sea; how, far out over the black waters, British warships lifted their guns to lob mammoth shells into the Italian defenses; and how the first landing barges hit the beach—Commandos and Rangers thrashing through the surf, holding their rifles high. Most vivid of all were the ships on the sparkling sea—thousands of them, the biggest armada in history, giants and pygmies, sleek ones and snub-nosed, herded by prancing destroyers that rushed in and out under the shore batteries like excited, barking dogs. They kept coming, the relentless ships, all that day—and the next—and the next—laden with men, and disgorging upon those rocky shores all the incredible paraphernalia of modern war—the tanks and trucks, the armored cars and radio equipment, the bulldozers, jeeps, field guns, ammunition, food, gasoline and spare parts.

### Gargantuan Timetable

The news ran around the earth like an electric shock. The action was not decisive, or even unexpected, but people suddenly awoke to find that the Allies had set a new high in military science. The attack on Sicily is a landmark—like Alexander's long march into India, or Hannibal's use of double envelopment at Cannae. The military problem it posed was complex. There were three military establishments, British, American and Canadian, and these had to be woven together as one. But also the operation was in three dimensions—land, sea and air—and each of the dimensions had to be geared to another in each establishment, on schedules timed to the minute. The most dramatic example of this interlocking occurred in the American sector, when our infantry, suddenly faced with enemy tanks, found itself without antitank guns. The Yanks were rescued by the combined British and American navy, which stood offshore and pounded the tanks to pieces. Thus were the commands interwoven like the warp and woof of a tough fabric that would not tear.

But in addition, the Sicilian landing was a triumph in logistics—the science of moving armies and keeping them supplied. Its Gar-

gantuan timetable stretched back from North Africa to London and Iceland; to Halifax, where convoys are made up; to Boston, New York and Norfolk, where ships are loaded; to cities a thousand miles in the interior of the U. S., where, to prevent congestion, military depots must load freight trains on a schedule timed to the complicated longshore operations of the eastern ports. The landing in Sicily was the result of the coordinated efforts of millions of men and women over thousands of miles of land and sea.

### Mangy Old Dog

In time of peace Americans treat their Army like a mangy old dog, and their Navy like a comfortable house cat. But when war comes they expect the services to produce the greatest military leadership on earth. The amazing thing is that, after the heart-break of Pearl Harbor and Bataan, and despite all the waste and blundering and friction and hot tempers, the services have almost done it. The Army, for example, has produced officers that rank with any in the world, whether strategically or tactically.

One reason for this is that the Army's two most important service schools, Leavenworth and the War College, though hampered in peacetime by inertia and lack of funds, have been basically sound on the blackboard. Another is that, unlike the civilian Administration in its management of the war, the War Department has been willing to be tough with itself. Under Lieutenant General McNarney, Deputy Chief of Staff, the Army dog has been shaken until his teeth rattled, with the object of jarring his brains out of the coma of administrative detail. Relieved by better management of a great part of the old routine Army load, General Marshall has become a formidable strategist. Lieutenant General Somervell abolished more than a dozen semiautonomous Army bureaus, and now operates the whole vast Army Service Forces (the old S. O. S.) with only 15 men reporting to him directly—a big management achievement. Another reason we are getting military leaders is that young men are rapidly advanced—dozens of our generals were majors only two years ago. And still another is the acceptance (after somewhat unhappy delays) of new tactical ideas.

These latter are well illustrated by the amphibious tactics employed at Sicily, in which we owe much to the British "combined operations" (Commandos). Colonel Trudeau of the Engineer Amphibian Command summarized the new amphibious doctrine in a recent article when he said that "water areas adjacent to shorelines" should no longer be treated as obstacles but as "avenues of approach." An important element in this is the development of so-called shore-to-shore

transportation—that is, the use of ocean-going barges that can be loaded at a base for relatively long voyages, and then unloaded directly on the enemy shore (see 26-27). This cuts down the use of clumsy transports anchored offshore, exposed to enemy fire for the 30 or more hours that it takes to unload them. Another amphibian tactical advance has been achieved by extreme specialization of the assault troops, drilled for months in small duties which they perform instantly upon landing, like a complicated team. Still another is the evolution of the Task Force Commander (Army, Navy or Air), through whom all communications are passed. He controls the air cover, the naval flanking forces, the paratroops, the air reconnaissance, the harassment of the enemy's rear, the timing of the assault troops and their deployment before and after landing, the timing of supplies—in short, the whole complex, multidimensional operation.

### The Finger of Destiny

Most Americans never wanted to be soldiers, and most of the present soldiers will want to quit after the war. Yet it is doubtful if we shall ever again decide to starve the Army, or clip the Navy's claws. Destiny is pointing her finger at us, and through the smoke of battle we are beginning to gather, dimly, that she has a job for us to do. It is somehow like reading the Book of Revelation to find boys from the Mississippi Valley storming the legendary shores of civilization, to hear that Joe Sciafoni of Brooklyn is crouching in a barge, miserably seasick, on the waters that carried Ulysses safely out of the whirlpools of Scylla and Charybdis (which lie in the ancient strait between Messina and the Italian mainland); or that Ole Carlson, the big Minnesota Swede, is advancing on Agrigento, where they buried Archimedes, the great Greek scientist who terrified the Romans with his engines of war; or that Peter Wyszowski of South Chicago is providing air cover for Syracuse, one of the great cities of Ancient Greece. For about 450 years the New World has been allowed to grow up behind the rim of San Salvador, which Columbus discovered in 1492. And now here we are back again, with our jeeps and parachutes, to break the grip of northern barbarians upon the Homeric lands from which our civilization sprang. No, the Army cannot be small any more—nor the Navy—nor the air forces. Not for a long time. We seek no empire. But we bring with us out of the New World this new demand: that henceforth, on our planet, men shall be free from tyranny and murder; that they shall have the right to life, liberty and the pursuit of happiness; and that there shall be opened up before them, for their use, the simple truths that we have practiced on the Kansas plains.


## PICTURE OF THE WEEK

Three years ago Bob Moore was running a corner drugstore in Villisca, Iowa. Then he joined the Army, leaving behind his wife and child. In Feb-

ruary he led his company to safety through German lines in Faid Pass, winning promotion to lieutenant colonelcy and the Silver Star. Last week

Bob Moore came home, a soldier, officer and hero. But to the ones who waited for him in Villisca, he was still more importantly father and husband.





After 16 months at war a hero comes home to Iowa, welcomed by his small daughter's big hug and the joyous sobs of his lonely wife



# NEW GEORGIA OFFENSIVE

Life photographer accompanies U. S. troops landing on Jap-garrisoned Rendova Island in South Pacific

The successful storming of Sicily was not the only landing operation in which Americans could take pride this month. Out in the tropical muck and heat of the South Pacific, 10,000 miles from Sicily, U. S. troops had staged another beautifully coordinated amphibious show—smaller in scale, but no less precise and devastating. At dawn of June 30, combined American forces invaded Rendova, a vital link in the New Georgia group of islands, only five miles from the strong Jap-held base at Munda. Leaping ashore with the first landing party at Rendova was LIFE Photographer Bill Shrout who took the action pictures shown on these pages.

The battle for Rendova was short and sweet. The whole show moved from overture to finale without a hitch. As the thin early light of dawn filtered through the



Invasion barges with men and equipment swarm up to Rendova's narrow beaches at dawn. The swift attack

surprised Jap garrison, and numerically superior U. S. forces met little resistance until later that afternoon.

AMERICANS STRING OUT ALONG SHORE TO HELP PULL HEAVY EQUIPMENT ONTO BEACHHEADS FROM BARGES



Jumping out of barges and wading into the surf, the green-clad shock troops quickly began wading to shore. Note the opportunity for all-out

SQUATTING CLOSE TO GROUND, LADEN SUPPLY TROOPS CRAWL INTO





low-hanging clouds and misty rain, transports, convoyed by destroyers, threaded through the reef-studded channel between Rendova Island and the New Georgia mainland. A few enemy planes appeared overhead but were downed before they could attack. At a signal landing barges were dropped quickly and efficiently, loaded with men and equipment. In a few minutes the channel was black with boats weaving through the phosphorescent waters toward the beach. The invasion was well under way before the Jap shore batteries opened fire. Two hours after the attack started, the Americans—sailors, soldiers and marines—had mounted big guns on Rendova and were shelling the Munda side of the channel. By midafternoon the entire operation was successfully completed and all men and supplies had been put ashore.

Then the Japs made their strongest bid to oust the invaders. A powerful armada of Zero fighters, Mitsubishi medium bombers and Aichi dive bombers came in over the destroyer-protected convoy and headed toward the island. But the terrific fire from U. S. air and surface units was too much for them. The Japs were beaten back, 101 of their planes blown out of the air. U. S. losses were small. The transport S.S. *McCauley* was sunk, but only after it had safely unloaded its men and matériel.

As in Sicily (pp. 25-33) it was unquestioned air superiority which made the job easy. With Rendova captured, General MacArthur and Admiral Halsey were able to turn full attention to the next goal: Munda. Last week, as the U. S. continued to rain explosives on that base, blasting Japs out of their foxholes, Munda was tottering.



The barges, lowered from transports farther out in channel, were protected on short run ashore by PT boats, fighter planes and fleet's heavy guns.

**RENDOVA'S DENSE JUNGLE ON GUARD AGAINST POSSIBLE JAP NESTS**



Second wave of troops, carrying packs and rifles, waded in from barges after U. S. has taken beachheads, established defenses against Jap counterattacks. Men sang "Marching Through New Georgia" as they landed.

TRUCKS LOADED WITH SUPPLIES ARE PUSHED INLAND THROUGH THE SOFT MARSHES BY WILLING SOLDIERS







**Supply boat** heads up channel to Rendova in wake of shock troops. This island is entirely mountainous, and its 3,488-ft. summit is an extinct volcanic crater called Rendova Peak.



**Lieut. General Millard F. Harmon** (left), commander of U. S. South Pacific Army forces, receives a Jap sword from LIE. Photographer Shront on a barge heading toward Rendova.



**At emergency hospital** near the water's edge a doctor treats one of the first men hit by Jap bullets in landings. Patient is Pfc. Fuller of Weston, Vt. who suffered head and arm wounds.



**Dead Jap** lies sprawled in jungle clearing while the Americans examine some of his effects for identification. Note the camouflaged headgear and uniform worn by the U. S. fighter at right.



*They Keep on Scoring Right on to Victory*

Each stenciled flag means another enemy plane destroyed. So hats off to the daring and skill of our Navy fliers and to the superb performance of their fighter planes



**The proof is that where a cigarette counts most, Chesterfields are winning more smokers every day.**

The world's best cigarette tobaccos, plus an important manufacturing secret give to Chesterfield that special *Mildness* and *Better Taste*. This secret is Chesterfield's *Right Combination* of these tobaccos... just the right amount of each kind blended with all the others makes Chesterfield the cigarette that really satisfies.

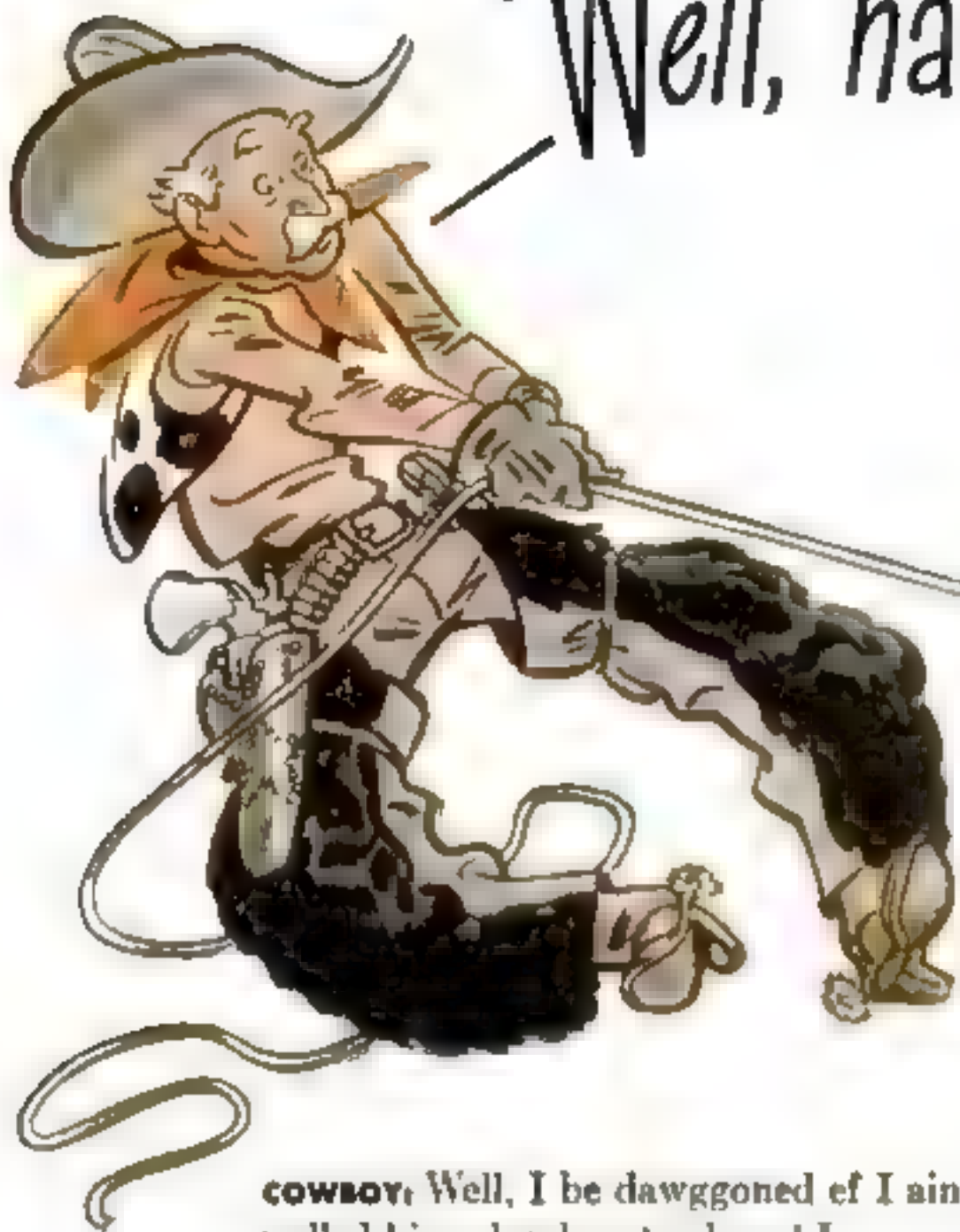


# CHESTERFIELD

THE CIGARETTE THAT GIVES SMOKERS  
WHAT THEY WANT *They Satisfy*



"Well, hang me for a hoss thief!"



**COWBOY:** Well, I be dawggoned ef I ain't roped me a steer an' pulled him plumb outa shape! I—

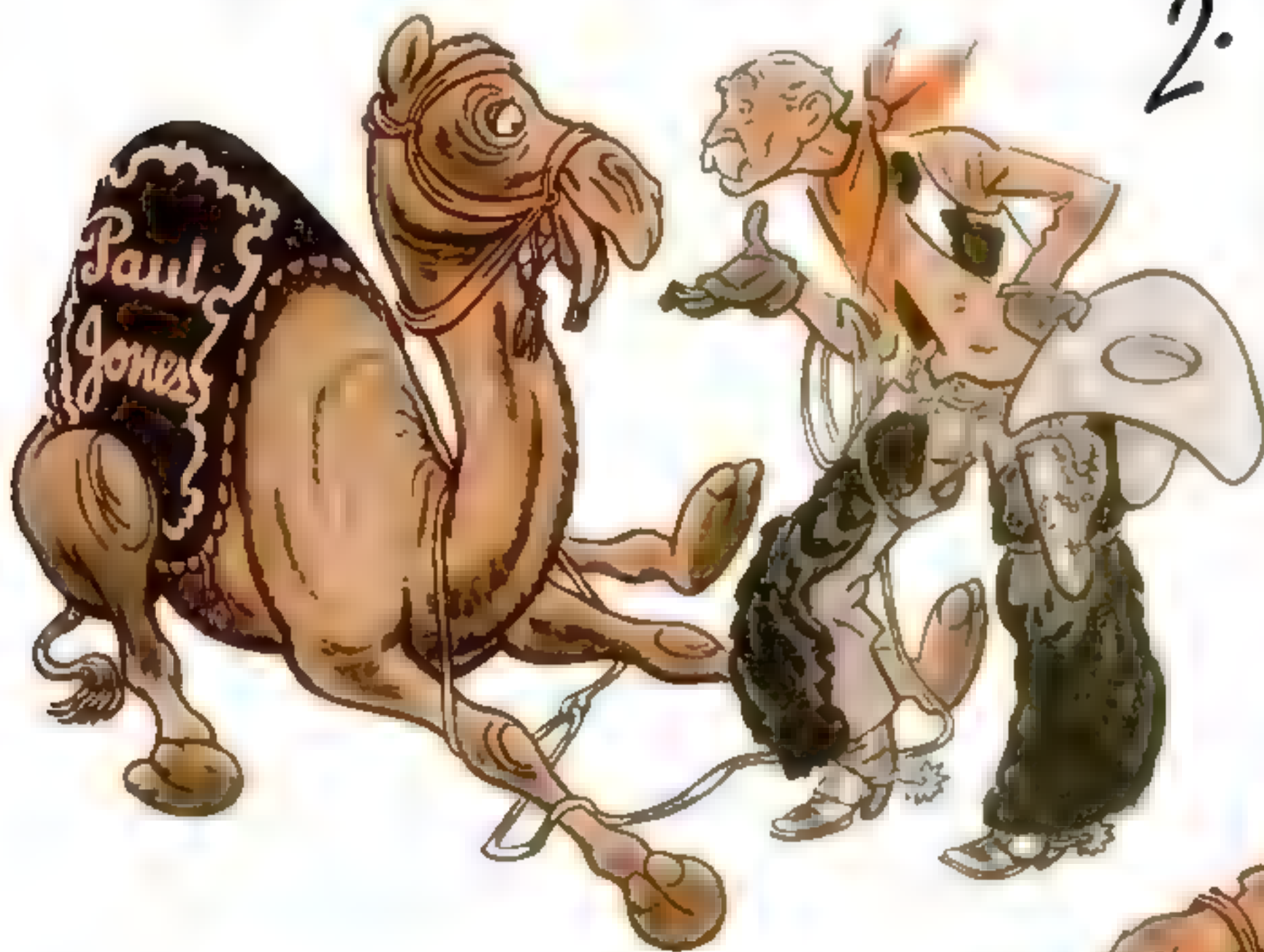
**CAMEL:** Pardon, Prince. But I am not a steer. I am a camel. I am the Paul Jones Camel. And I am *not* out of shape. I—

**COWBOY:** Shuh! Who ever heard o' camels in Wyomin'? Dawggonit, pardner, I reckon you are just a steer what don't want to be branded. I—

2.

**CAMEL:** Pardon, O Possessor of the Mighty Bowed Legs. But I *am* the Paul Jones Camel. A living symbol of the *dryness* in the magnificent *dry* Paul Jones whiskey. And I come to explain how this *dryness*, or lack of sweetness, brings out *all* the magnificence of Paul Jones' flavor. Permits you to enjoy the *full* mellowness and richness of a truly *superlative* whiskey!

**COWBOY:** You come all the way out here just to tell us that? Well now, pardner, seems like you was wastin' yore time considerable. Ain't nobuddy on this range got no money fer expensive, superlative whiskies!



3.

**CAMEL:** Expensive? Ah no, O Wrestler of Cattle. Paul Jones, for all its magnificence, is most moderately priced.

**COWBOY:** Well now dawggonit, Camel! Dawggonit, pardner! You jus' leave me unwrassle you from that there rope and we're headin' fer town an' some o' that *dry* Paul Jones!

#### An Explanation to Our Friends

IF YOUR BAR or package store is sometimes out of Paul Jones, please be patient. We are trying to apportion our pre-war stocks to assure you a continuing supply until the war is won. Meanwhile, our dis-

tilleries are devoted 100% to the production of alcohol for explosives, rubber, and other vital war products. (Our prices have not been increased—except for government taxes.)



**Paul Jones**

A blend of straight whiskies—90 proof.  
Frankfort Distilleries, Inc., Louisville & Baltimore.





DISTINGUISHED RELIGIOUS LEADERS FROM 34 NATIONS ASSEMBLE ON LAWN OF THE PRINCETON INN. BISHOP G. BROMLEY OXNAM OF BOSTON (SIXTH FROM LEFT) PRESIDED

## PEACEMAKERS AT PRINCETON LAUNCH A PLAN

An international conference of clergymen and laymen meeting for four days at Princeton, N. J., this fortnight produced a surprisingly specific postwar program. The 68 delegates, representing 34 nations, were convened by the Federal Council of Churches' Commission to Study the Bases of a Just and Durable Peace and a corresponding Canadian commission on world order. Chairman of the 2-year-old American commission of 100 members is John Foster Dulles. (*Righteous Faith*, LIFE, Dec. 28, 1942), New York lawyer and important church layman.

Briefly, the program urged that the United Nations take the lead in collaboration with other countries on "a world order repudiating isolationism and political monopoly; regional and international machinery to promote peaceful change as world conditions necessitate; assurance of ultimate autonomy for subject countries; 'drastic reduction of armaments' and intellectual and religious freedom for all peoples. To 'educate public opinion and the opinion of political representatives' to think along these lines, a nationwide 'mission' will be started this fall.

**John Foster Dulles** was secretary of the Hague Peace Conference in 1907, is veteran of many including Paris Conference (1919).

**Very Rev. Alwyn K. Warren**, dean of Christchurch Cathedral, New Zealand, came by boat to meeting. He is Oxford graduate.

**Rev. Harold A. Cockburn** of St. Michael's, Dumfriess, Scotland, read paper on *The Future of Russia*.





# Clothes Protected with durable *DU PONT "ZELAN"...*



...Shed Water



... Resist Stains



... can be washed or cleaned

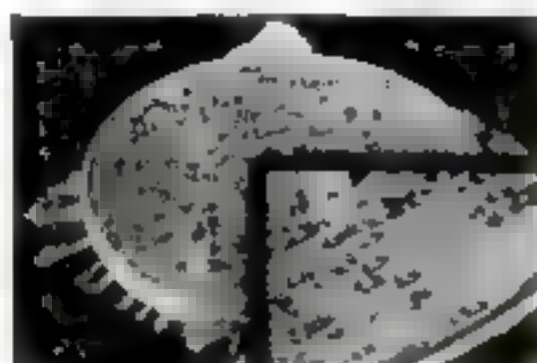
Uncle Sam's armies all over the world are keeping dry in field jackets treated with a durable water repellent. Let durable "Zelan" give you the same lasting weather and soil protection. "Zelan" stays in fabric—gives service for the life of the garment when clothes are properly washed or cleaned. Clothes stay clean longer—resist perspiration and non-oily stains. Be sure to look for the "Zelan" tag on the clothes you buy. Du Pont, Wilmington, Delaware.

"Zelan" durable repellent finish. Trade Mark Reg. U.S. Pat. Off.

Your Guide to  
Good Rain Clothes  
Work Clothes  
Play Clothes  
Sportswear



## ARMY TEST PROVES "ZELAN" LASTS



This is "Zelan". Even after 3 severe test launderings, Standard Army Spray Test shows fabric treated with "Zelan" sheds water freely—keeps wearer dry.



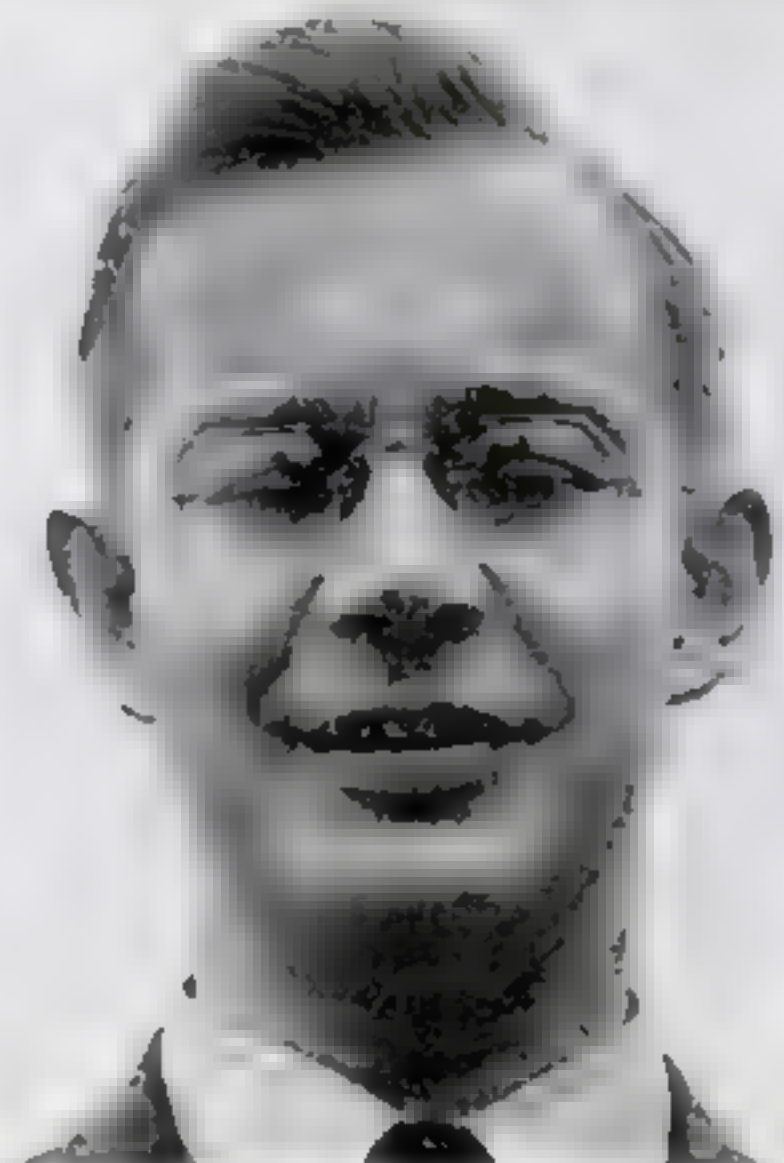
Ordinary Finish: After only one test laundering, water soaked through this fabric—its rain protection washed out.

Conservation Note: "Zelan" is applied only to fabric in manufacture. If your garments are not treated with durable "Zelan," ask your dealer or laundry to treat them with Du Pont "Aridex."

BETTER THINGS FOR BETTER LIVING...THROUGH CHEMISTRY



Bjarne Braatoy, U. S. born representative for Norway, spent many years there, was a member of the Norwegian Shipping and Trade Mission. He now works for OWL.



Dr. Herbert J. Gozork, German exile, was once general secretary of Baptist Youth Union in Germany. He now teaches at Newton-Andover Theological Seminary, Mass.



Rev. Stewart W. Herman Jr., pastor of American Church in Berlin, was interned with the embassy staff at Bad Nauheim. He wrote book called *It's Your Souls We Want*.

CONTINUED ON PAGE 41



# FOR BEAUTY'S SAKE—SPEND ONE EXTRA MINUTE A WEEK

PROTECTING YOUR TEETH WITH TEEL—THE ONLY LEADING DENTIFRICE THAT AVOIDS THESE CAVITIES



YOU CAN EVEN FEEL—  
AND TASTE—THE DIFFERENCE!

At last science knows how you can  
prevent this damage



See that cavity in the tooth at the left? It's NOT decay! That cavity was caused by daily scouring.

Dental clinic studies have shown that over half of all adults examined had these cavities—and more than 8 in 10 risked getting them—cavities ground into the softer tooth structure exposed by receding gums.

**BUT—**extensive laboratory tests show this: TEETH CLEANED WITH TEEL ARE PROTECTED FROM SUCH CAVITIES . . . BECAUSE TEEL CONTAINS NO SCOURING ABRASIVES. MOREOVER, TEEL IS THE ONLY LEADING DENTIFRICE THAT GIVES YOU THIS PROTECTION.

IT'S no joke what those scoured-in cavities—that sooner or later may need filling—can do to your beauty. But why get them?

TEEL—the new liquid dentifrice—protects your teeth because its cleaning action is different from all other leading dentifrices . . . it cleans without abrasives. It's even smooth to the touch! Tastes better. Makes your teeth look their prettiest . . . quickly, safely . . . leaves your mouth delightfully refreshed!

Just brush your teeth daily with TEEL—and, one extra minute a week brush with TEEL and plain baking soda. Get TEEL—today—and follow the simple instructions on the package.

NEW SAFE TEEL WAY TAKES ONLY

*One Extra Minute  
a Week!*

#### HERE'S ALL YOU DO

- 1 Brush your teeth every day—thoroughly with TEEL. A few drops on dry or moistened brush. Feel it clean!
- 2 Once a week brush teeth with plain baking soda on brush moistened with TEEL. Brush at least an extra minute.

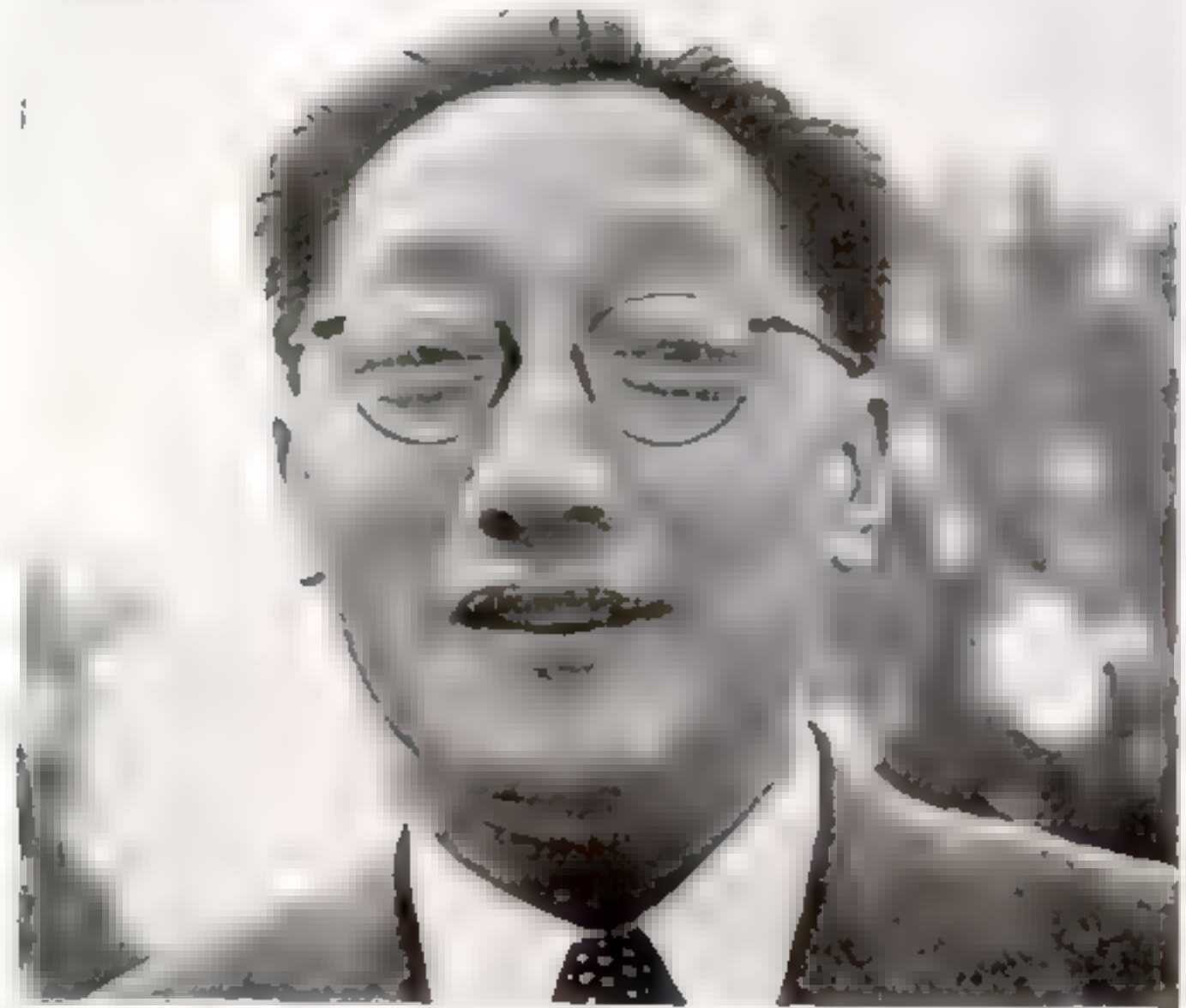
THIS CLEANS—BRIGHTENS TEETH—SAFELY. REFRESHES MOUTH.



**Teel** protects teeth—*Beautifully!*  
LIQUID DENTIFRICE

There's beauty in every drop!





Dr. Yung-Ching Yang was one of five Chinese representatives. He is president of Soochow University, also heads speakers' bureau of Chinese News Service in New York.



Dr. Leonard Hodgson, canon of Christ Church, Oxford, and professor of moral theology at Oxford University, is secretary of the World Conference of Faith and Order.



Chaplain R. B. Y. Scott of R. C. A. F. (note the insignia on his lapel) was peacetime professor at a Montreal seminary, is co-author of a book: *Toward A Christian Revolution*.

**Message on the Fly!**

"SEND ammunition immediately!"  
 —a typical wartime message that often can't be sent by radio for fear of enemy detection. This is where the Piper L-4 "Grasshopper" renders a real service. By following the method pictured above, the Piper L-4 swoops down, picks up the message on the fly with a hook and speeds it to headquarters.

This is but one of many wartime uses of the Piper L-4. The development of these uses will result in a finer peacetime Piper Cub for you.

**FREE BOOKLET ON HOW TO FLY.** Send today for your copy of "You, Too, Can Fly!" If you also want the full color Piper catalog, enclose 10c in stamps or coin for postage handling. Piper Aircraft Corporation, Department L-1, Lock Haven, Pennsylvania.

**PIPER Cub**  
 Points the Way to Wings for All Americans





*Pieces of Meat* Two years ago who would have thought of glorifying a pound of "stew meat"?... Now, because there is more war, there is less meat—and a keener appreciation of the meat we get.... No matter which cut of beef, pork or lamb it is, today we respect meat for its nutrients, just as we have always hankered for its flavor.... Whether it's sirloin or stew, chop or sausage, fresh or cured, the meal with meat helps you hit the rivet a little harder, finish the march a little fresher, do the housework a little more easily. Pieces of meat ... meat with its proteins... meat with its promise of eating pleasure.

*"Meat on the March"*—the united, all-out endeavor of farmer, stock raiser, meat packer and transporter, working hand in hand with the government to feed our fighters, and with your meat-man to help keep on your table the nutrients and good flavor of a basic protein food.

#### PROTEINS AND RATIONING

We may not get all the meat we want. It is necessary, therefore, to make the meat we get go farther; learn how to prepare it appetizingly.

Nutritionists advise that 12 of your 16 red stamp points should go for foods containing proteins of high biologic value.

Meat is a protein food of highest biologic value.

In addition to complete high-quality proteins, meat contains essential B vitamins (thiamine, riboflavin, niacin) and important minerals (iron, copper, phosphorus).

These nutritional essentials (proteins, B vitamins, minerals) are not stored in the body to any appreciable extent; must be supplied in the daily foods you eat.

**AMERICAN MEAT INSTITUTE**  
Chicago

*This Seal means that all nutritional statements made in this advertisement are acceptable to the Council on Foods and Nutrition of the American Medical Association.*







© 1943, The Studebaker Corporation

## More and more Flying Fortresses are powered by Studebaker-built Cyclone engines

Clear-eyed, clean-hearted young Americans are up there in those Flying Fortresses—writing new chapters of a free world's destiny. Many of them were carefree school boys only yesterday. Today, they're pouring cringing fear into the souls of once boastful "supermen." To these gallant youngsters—and to their expert crews below that keep them flying—we of Studebaker pledge ourselves to go on producing more and still more of the mighty Wright Cyclone engines

for these devastating Boeing bombers. We recognize and respect the responsibility for maintaining quality that the Army-Navy "E" Award has placed upon the Studebaker Aviation Division plants. We'll "give more than we promise" in the best Studebaker tradition. Meanwhile, civilian needs must and will wait . . . until Studebaker completes this wartime assignment . . . until the finer Studebaker cars and trucks of a brighter day can be built.

Awarded to Aviation Division  of The Studebaker Corporation



Big Studebaker military trucks stand out in all the major war zones—Studebaker is now one of the world's largest builders of multiple-drive military trucks. The Studebaker factories also produce much other war matériel, including big quantities of Flying Fortress engines. We are proud of our assignments in arming our Nation and Allies.

★ BUY U. S. WAR BONDS ★

*Studebaker* **BUILDS WRIGHT CYCLONE ENGINES FOR THE BOEING** *Flying Fortress*



# FILMS TEACH SOLDIERS LESSONS OF WAR

The best way to teach a soldier how to fight is to put him into the front lines and let him find out for himself. The next best way is to show him moving pictures of battlefield techniques, whose simplicity and importance are usually obscured by the classroom's spoken and written word. Such a program has recently been put into effect by our Army Ground Forces. Produced at the request of Lieutenant General Lesley McNair, who found that our first troops to meet combat in North Africa often forgot the rules, the films emphasize the use of ex-

treme toughness and cunning while at grips with the enemy.

Our Army's early training films were not calculated to make anyone tough. Following the lead of manuals, they had dull titles, little action, a matter-of-fact method of presentation that soon put the weary trainees to sleep. The new films, produced by the U. S. Army Signal Corps and expertly directed by Hollywood technicians, are full of slam-bang action, keep their audiences on the edge of their chairs. Nothing is stuffy about them. Actors

speak the argot of real soldiers and tremendous explosions occur with gratifying frequency throughout, to point up the lessons that are being taught. The props are real and the action is so well simulated that trainees can almost hear the crunch of flesh and bone as a brass-knuckled trench knife, wielded by a U. S. soldier, smashes face of a mock Nazi. With such lessons behind them, many of our soldiers are today practicing methods of killing or keeping alive which they first saw graphically portrayed on the screen of an Army camp theater.

## "KILL OR BE KILLED"



Nazi soldier asks for water. He is pretending to be fatally wounded in order to throw the U. S. soldier off guard.



U. S. soldier puts down his rifle to give German water. This is wrong. He should have disarmed the enemy first.



Nazi shoots soldier in back. All fighters should be suspicious of any "wounded" enemy lying on the battlefield.



Thumb-in-eye technique is used by a U. S. soldier grappling with a Nazi in desperate hand-to-hand encounter.



Thumb gouges eye and Nazi screams with pain. Though grim, this maneuver might save many American lives.



With eye out, enemy soldier is helpless. Actors in these Signal Corps movies love to use such realistic expressions.



Nazi tries to rise after he has been knocked down by an American soldier in the course of some close-in fighting.



Swinging his heavy rifle stock, the American clips the German neatly and effectively on the side of his head.

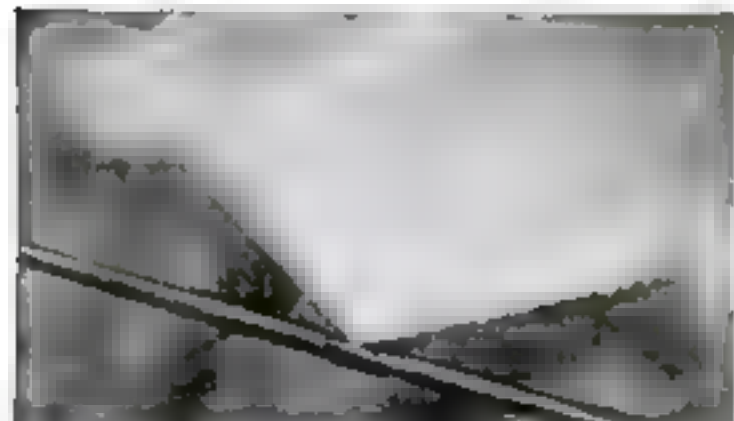


A broken jaw quiets the Nazi. This might be useful when ammunition is low or a noise might attract the enemy.





## 4 THINGS TO LOOK FOR when you buy your postwar plane



1—You'll protect your new plane with a Kidde Built-in Extinguisher. It detects engine fires, then smothers flames fast.



3—If a landing wheel sticks, just open a valve and the wheel is lowered. Kidde Power Actuation does the trick.



2—Oxygen helps you breathe at high altitudes. Look for Kidde's big "K" on the safe cylinders that hold your supply.



4—Since you'll enjoy over-water flying you'll install Kidde Flotation Bags. They inflate automatically, keep you afloat.

Walter Kidde & Company has devoted itself to the science of handling compressed air, carbon dioxide, and other gases under pressure. War has greatly advanced the scope of this work, particularly in aviation and fire protection. New uses are constantly being discovered, which will promote the comfort and safety of the postwar world.



WALTER KIDDE & COMPANY, INC., BELLEVILLE, N. J.

## Army Training Films (continued)

### HOW TO BE KILLED IN ONE EASY LESSON



Captured Japs who have surrendered in the jungle are scornful of U.S. soldiers and offer to point out mistakes that men of the squad made.



Mistakes of this sequence are easily seen. Part of an American squad advancing on the Japs find themselves on the brow of a hill over which they fire at the enemy. They forget to dig foxholes, no foolishly huddle up together. In this position they are a perfect target for a well aimed Jap mortar shell which explodes in their midst and kills them all. The Jap then goes on to point out other combat errors that cost U.S. lives.





BUY WAR BONDS AND STAMPS

## For jungle or ski troops—a new kind of cheese!

Troops are carefully conditioned for the kind of country in which they will fight. *But that's not so easy to do with the food that keeps them fighting!*

One package of food from the production line may fry in a tank on hot desert sands — while the next freezes on a sled in Alaskan snows. But they should taste the *same* — and taste *good* — wherever they're eaten.

That has meant many headaches for the Army Quartermaster Corps and the food processors who supply them. But they've been cured, repeatedly, by American ingenuity. And National Dairy scientists have helped.

Cheese is a good example. For emergency use in arctic and tropics, National Dairy

laboratories developed a dehydrated, compressed cheese that keeps well anywhere and takes less shipping weight and space.

Selected American Cheddar Cheese is processed and dried into fluffy, golden powder — then pressed into compact, convenient cakes as emergency rations that can be eaten *three* ways.

When guns are hot and time is short, the cheese ration can be eaten as is — like a candy bar. Or it can be mixed with a little water to make a tasty spread for bread. Or the mixture can be set aside for an hour or so and then sliced.

Best of all, this versatile cheese bar is rich in the nutrition of milk—nature's finest food

—high in protein, and full of the energy fighting men need. And it's only *one* development of National Dairy research. We are working on others that we hope will play a part in ending the war and enriching the peace.

*Dedicated to the wider use and better understanding of dairy products as human food . . . as a base for the development of new products and materials . . . as a source of health and enduring progress on the farms and in the towns and cities of America.*

**NATIONAL DAIRY**  
PRODUCTS CORPORATION  
AND AFFILIATED COMPANIES

Originators of the Sealtest System of Laboratory Protection



**MESSAGE TO GENTLEMEN**  
who are members of the  
world's most popular After-Shave Club



THE DEMANDS of war production have limited the supply of Aqua Velva. There is now less Aqua Velva to go around—to meet the growing demand from the armed services as well as civilians.

**Avoid waste.** Just a few drops of Aqua Velva after shaving leave your face feeling softer and smoother—refreshed. Clean, agreeable scent. Aqua Velva is the world's most popular after-shave lotion. Use it carefully, and you should be able to enjoy it more often.



**A FEW OF THE MEMBERS**

*Red Thompson*  
*Samuel Green*  
*Samuel Green*  
*Samuel Green*  
*Samuel Green*  
*Samuel Green*  
*Samuel Green*

*"Tis plain tae see!"*

Connoisseurs, and those who turn to fine Scotch whisky on special occasions, know well the reason for Teacher's popularity...

*"It's the flavour"*



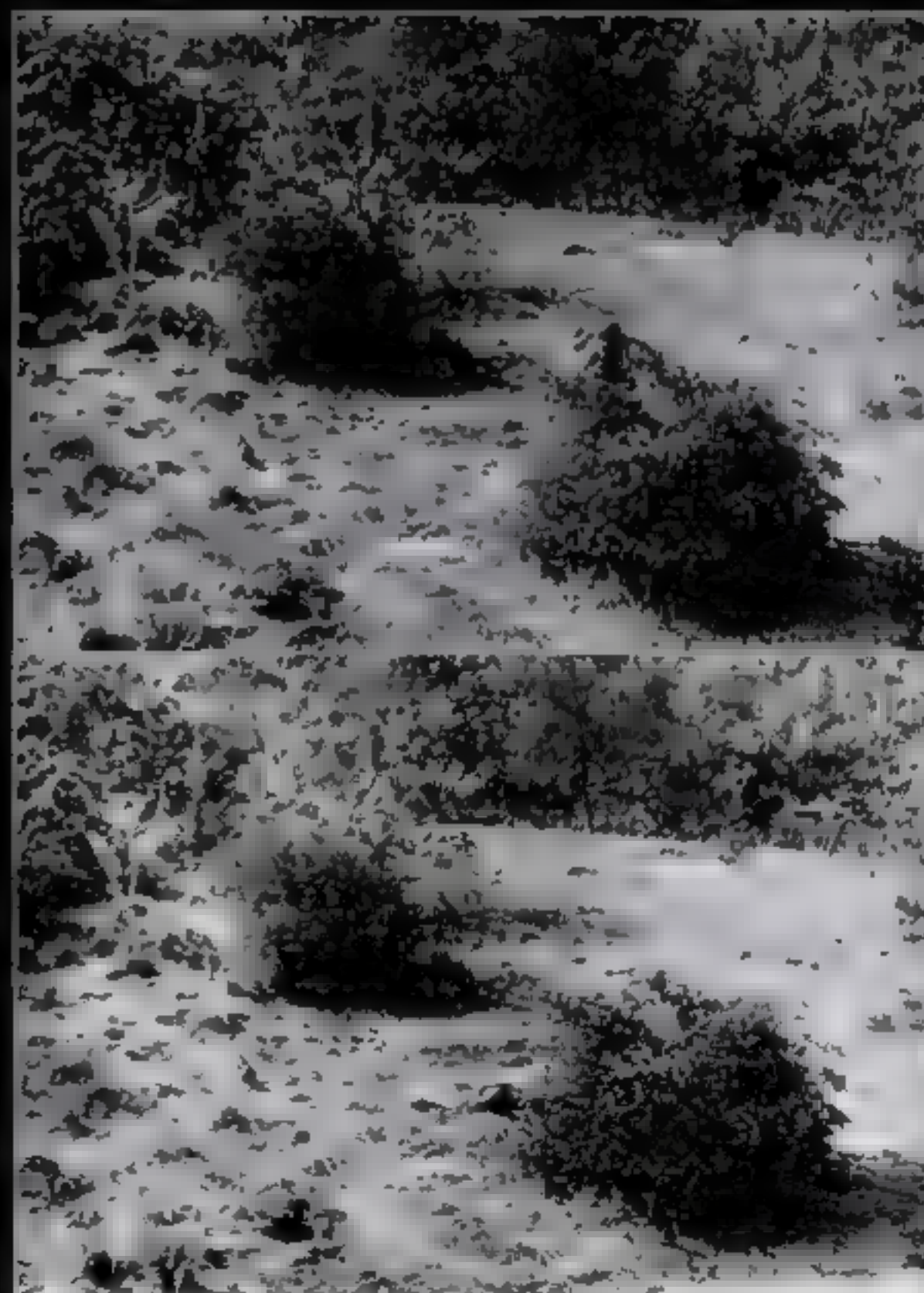
**TEACHER'S**  
Perfection of Blended Scotch Whisky

SOLE U. S. AGENTS: Schieffelin & Co., NEW YORK CITY • IMPORTERS SINCE 1794

**Army Training Films (continued)**



Exposing his head was the fatal mistake of this American soldier who thought he was completely hidden by the tree trunk behind which he posted himself. The picture at the bottom shows what happened to him when a Jap sniper drew a bead on the protruding helmet and fired.

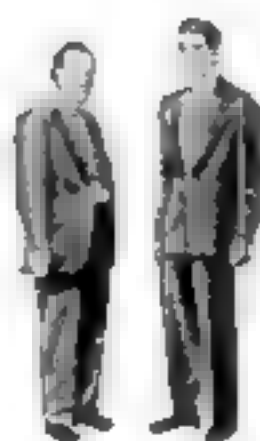


Taking cover behind a lone bush leads to another American soldier's death. Once the enemy had spotted him, he was doomed. Bushes like this one offer no resistance to bullets; they are a target in themselves because they stand in the open and invite a withering stream of fire.

CONTINUED ON PAGE 52



# Two men in a loft and Battleship X



**T**HE OLD LOFT in Newtonville, Massachusetts, wasn't much to look at.

The sign on the door said DOELCAM MACHINE TOOL CO. Inside, two partners—Fred H. MacLeod and John A. Sattelmair—looked over their small machine shop.



FRED H. MACLEOD (left) and JOHN SATTELMAIR (right) discuss their booming business with CLIFFORD L. PENNEY, "Doelcam's" first employee.

They had one employee, very little money, and even less business. But they did have a fine reputation as precision machinists.

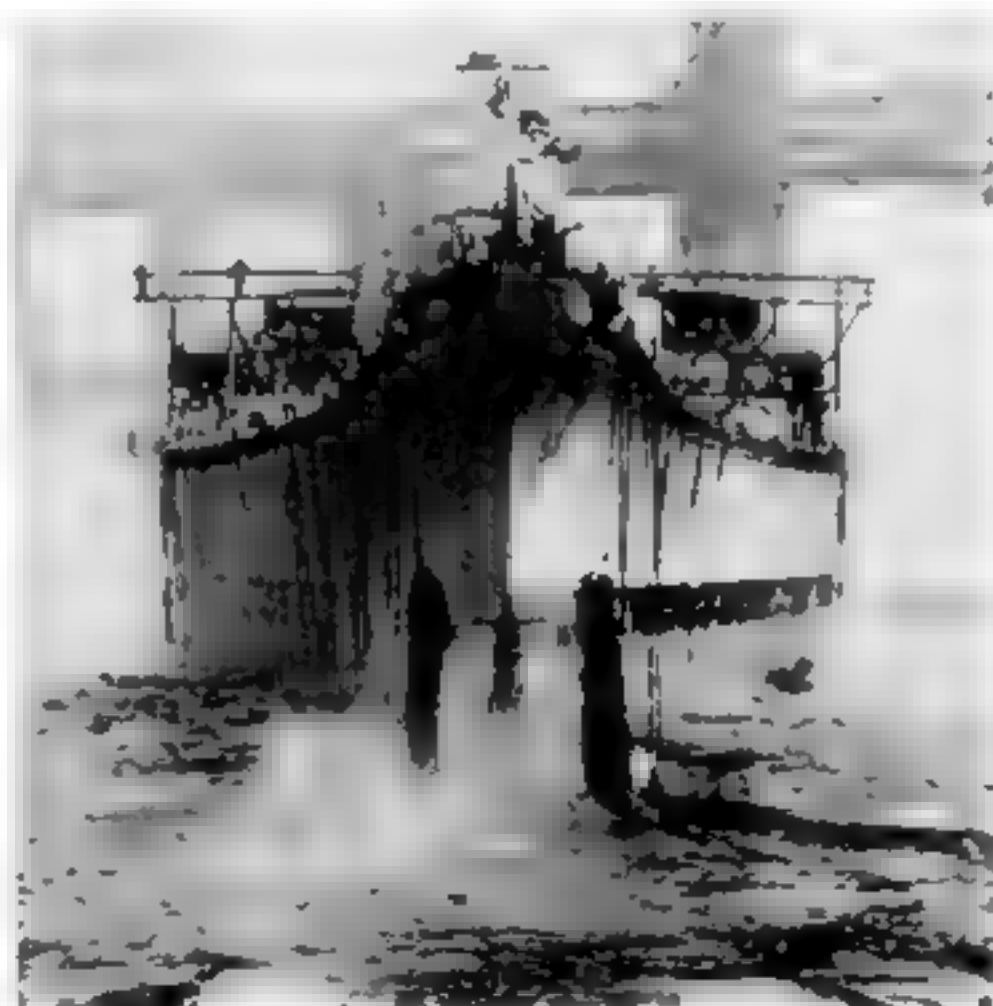
That was their first day of business, and America was still at peace. Today, the firm has 135 employees. The story of how this happened is a typical story of the big part *little business* and *subcontracting* are playing in American war production—a story we think every American ought to know.

Some time after Doelcam was founded, a professor from the Massachusetts Institute of Technology came in with a problem.

M.I.T. was doing some experimental work on a new device for the Sperry Gyroscope Company to give warships more effective protection against dive bombers and torpedo planes. Some of the parts required precision machining which M.I.T. was not in a position to do. Could Doelcam help?

Doelcam thought they could and shortly proved they could . . . proved it so convincingly that Sperry soon offered them a small subcontract. Their work on this job resulted in a larger subcontract. More employees were added and the little business began to grow.

And now Battleship X comes into the story. Cruising off the Solomons one day last winter, Battleship X was attacked by a big flight of Japanese bombers. The gunners went into action. Aided by that little Sperry device which Doelcam helps produce, they blasted 32 attacking planes out of the skies!



IS THIS BATTLESHIP X? Our Navy has never identified the ship beyond referring to it as "a new American battleship."

This story of Doelcam and Battleship X could be the story of almost any subcontractor and any American victory. Many thousands of small subcontractors are

contributing to the greatest production effort in history.

(Crosley Corporation and the Waterbury Clock Company are also subcontractors for this Sperry device and are now its largest manufacturers. We have used the story of Doelcam because it typifies the great job that smaller companies are doing.)

Without these subcontractors, from all parts of the country, many of America's leading manufacturers of war material would be unable to fill their orders. And subcontracting is but one example of the way all business, big and little, is working hand in hand with the Army and Navy to finish this war.



OFFICIAL U. S. NAVY PHOTO

JAP PLANE HITS THE DRINK (right) while another plunges seaward, both victims of deadly fire from Battleship X.

Firms that before the war had never known of one another's existence are today voluntarily working together, helping one another with production, opening their laboratories to one another, pooling brains, lending patents without payment of royalties.

Take the case of our Sperry companies—Ford Instrument Company, Sperry Gyroscope Company, and Vickers, Inc., with its Waterbury Tool Division. We are the inventors and manufacturers of several hundred vital war devices—including hydraulic gun controls for battleships and anti-aircraft batteries; electronic automatic pilots for airplanes; turrets, gunsights, and bomb-sights for big bombers; electronic gyro-compasses for the Navy and Merchant Marine.

Without help, we could not possibly turn out this equipment as fast as it is needed.

## 2267 Subcontractors work with Sperry today

We're *getting* help. Our 2267 subcontractors produce a substantial amount of the more than one billion dollars' worth of war orders entrusted to us. Experts in the Armed Forces and the Maritime Commission have worked closely with us, helping us iron out any bugs in our inventions.

In addition, many of America's largest companies—firms such as General Motors, Chrysler, and International Business Machine—are making Sperry-invented products complete in their own plants under non-royalty patent-licensing agreements.

The story boils down to this. Working together—all of us, big and little—we're *getting* the job done.

# Sperry Corporation

30 Rockefeller Plaza • New York

FORD INSTRUMENT COMPANY, INC. • SPERRY GYROSCOPE COMPANY, INC.  
VICKERS, INC. • VICKERS, INC., Waterbury Tool Division



# THE RIGHT POINT

*for the way you write*



In war industries, as in the Army and Navy, Esterbrook, the war business pen, is doing its job. That job takes right of way. Please be patient if your dealer is temporarily out of stock. He'll fill your order as promptly as possible.

## Renew-Points Not Always Easy To Get

You can keep your Esterbrook Fountain Pen in tip-top writing form with Renew-Points. But if your stationer's stock does not include your favorite point number, ask him to order one for you. For the duration, supplies of Renew-Points will be limited, but the right point for the way you write is something well worth waiting for.

## New Pen Production Limited Too

If you need a new Esterbrook Fountain Pen, you may find the going tough—but not impossible. We're making new pens, but they must be rationed so that your stationer may have his fair share of our limited production. So, if your dealer does not have the new pen you want, when you want it—be patient. A new Esterbrook is the kind of a pen you'll be glad you waited for.



# Esterbrook

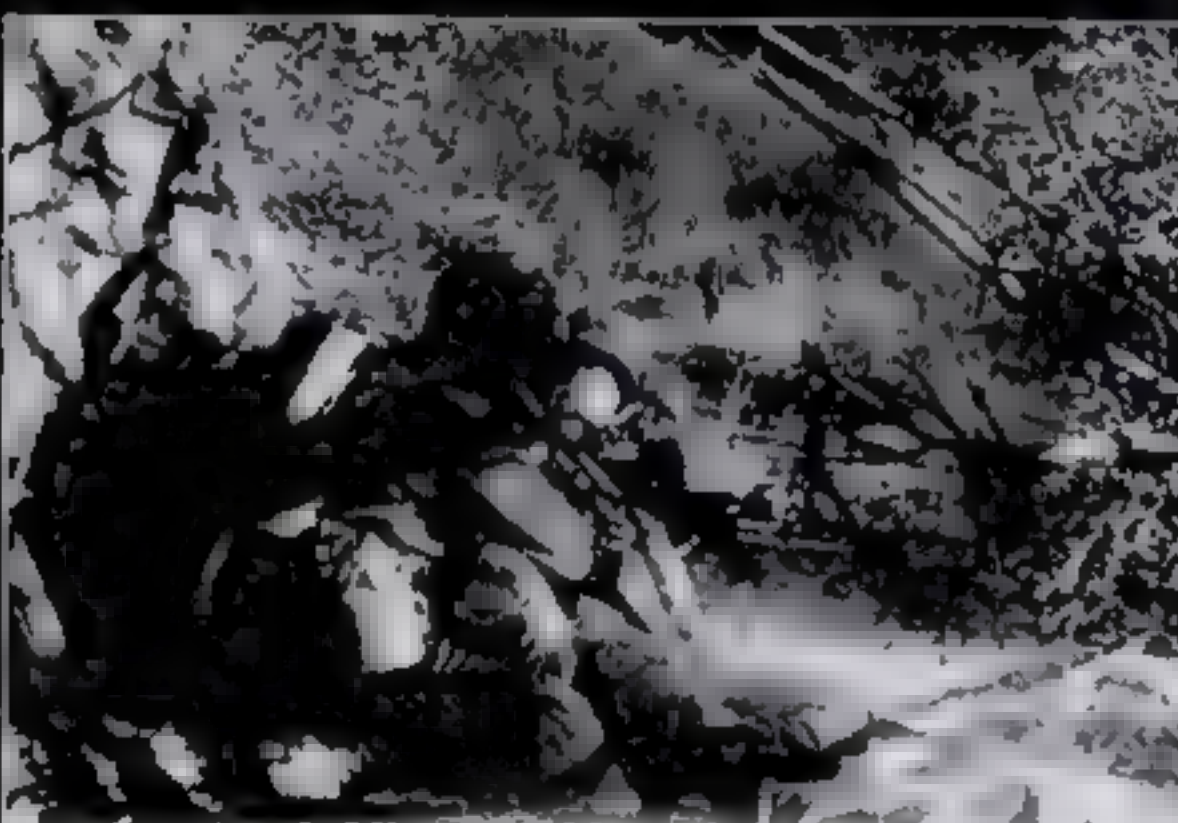
WAR  
IS THE <sup>1</sup> BUSINESS PEN

## Army Training Films (continued)

### ON YOUR OWN



Separated from their unit, two soldiers hide in a cave. The corporal in charge wants to stay there. Braver private wants to keep on fighting.



Private fights corporal who has told him not to fire at German soldiers they have spotted. But he grabs the machine gun and starts shooting.



Private fires at Germans with devastating aim. Later corporal takes over the gun and the private is wounded. Then they are both rescued.



Corporal is given medal because his officers think him a hero. Point of the picture is that he cannot now be at ease with his own conscience.





Keep on your toes with Hemo—drink your

Vitamins and like 'em!

**JUST ONE GLASS OF HEMO GIVES YOU:**

- The Vitamin A in 2 boiled eggs!
- PLUS
- The Vitamin B<sub>1</sub> in 4 slices of whole wheat bread!
- PLUS
- The Vitamin B<sub>2</sub> (G) in 4 servings of spinach!
- PLUS
- The Vitamin D in 3 servings of beef liver!
- PLUS
- The Niacin in 3 servings of carrots!
- PLUS
- The Iron in 1/2 pound of beef!
- PLUS
- The Calcium & Phosphorus in 2 servings of cauliflower and 1 serving of cooked green beans combined!

**Borden's Hemo**

IF IT'S BORDEN'S, IT'S GOT TO BE GOOD!



"MY, but it's grand to see how HEMO keeps our Beulah on her toes," breathed Elsie. "Now, if



everybody could have a glass of HEMO every day—"

"Ho! Ho! We'd be a nation of toe dancers!" chortled Elmer.

"Wouldn't hurt this country a bit if more of us had the bounce of toe dancers," laughed Elsie. "Why, Government authorities say that 3 out of 4 Americans may not be getting enough vitamins with their meals. And, then when you stop to think that food rationing and shortages—"

"I don't want to think," grumbled Elmer. "I want to read that new magazine you're hoarding. If you'll pass—"

"I never pass up an opportunity," said Elsie, "to say that JUST ONE GLASS OF HEMO (mixed in milk) gives half your daily needs of Iron, Calcium, and Phosphorus; and Vitamins A, B<sub>1</sub>, B<sub>2</sub> (G), D, and Niacin—"

"When I went to school," hinted Elmer, "C came before D."

"We purposely omit Vitamin C from HEMO," explained Elsie. "You get it readily if you drink fruit or tomato juice. And—"

"Blow my horn!" groaned Elmer. "Lady, please! May I have the magazine now? It's almost time for you



to get the lunch anyhow!"

"Lunch!" exclaimed Elsie. "Why a glass of HEMO and a sandwich make a wonderfully nutritious lunch. But why am I telling you this—it's all right here in your magazine!"

► You can get HEMO made up in any flavor you prefer at fountains . . . Of course, you can prepare it at home any time for only 2¢ a serving! A full-pound jar — 24 delicious drinks — costs only 50¢ at grocery or drug stores.

© Borden Co.



# AUTO-LITE GIVES INDUSTRY A WAR BOND SALES PLAN THAT

*really works!*



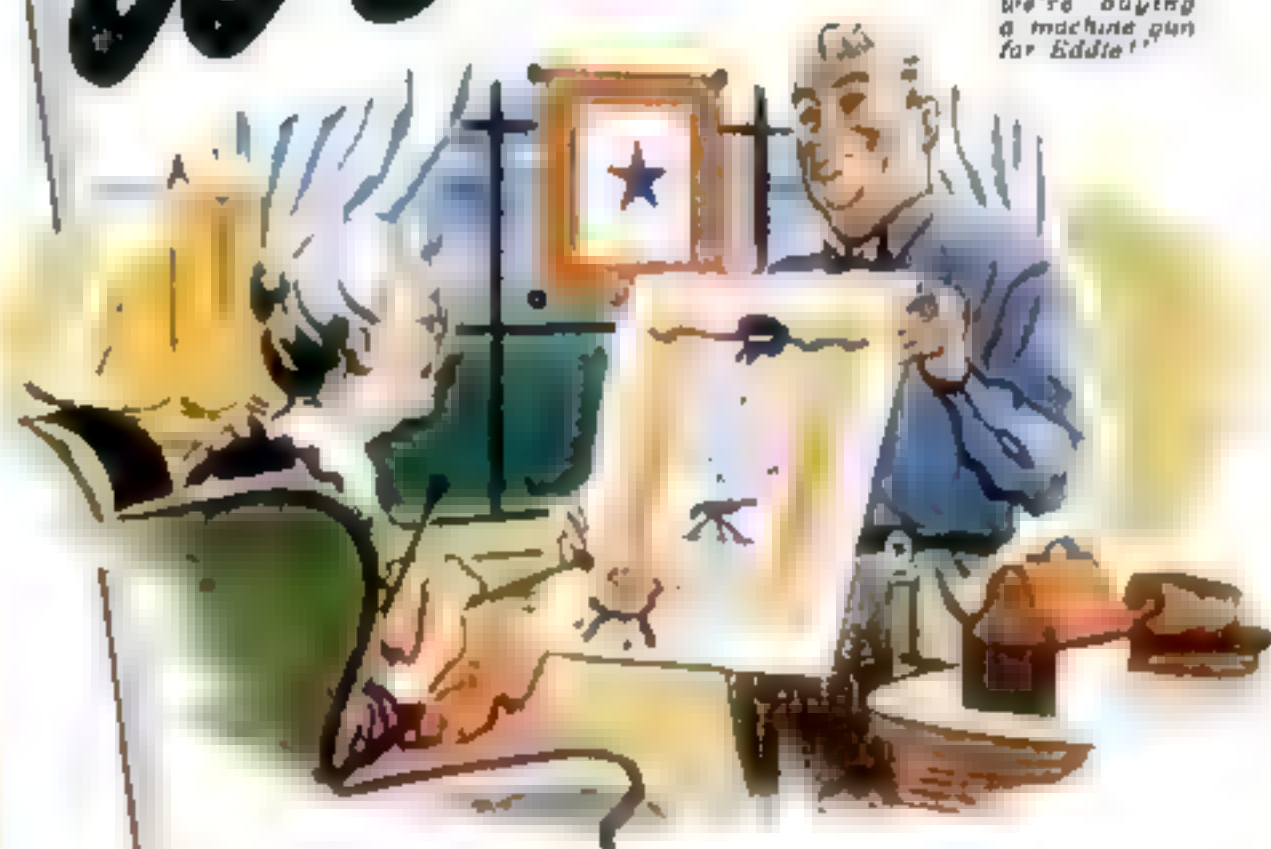
**Citation  
TO  
CHARLES CARSON**

*For a War Bond Pledge  
that Buys a Machine Gun  
in 52 Weeks*



YOUR PURCHASE OF WAR BONDS WILL HELP  
RESTORE FAITH AND HOPE AND FREEDOM  
TO PEOPLES THROUGHOUT THE WORLD

*Raymond M. Markert*  
PRESIDENT  
THE ELECTRIC AUTO-LITE COMPANY



WITH a pledge to invest \$5.00 or more per week in War Bonds, employees of The Electric Auto-Lite Company receive one of the certificates reproduced here.

We call it the "Auto-Lite Citation Plan." For this is, in a sense, a citation... an acknowledgment of good citizenship and loyalty to the Nation which we believe deserves recognition.

This plan has been exceptionally productive for two sound reasons:

*First.* It shows every employee what weapons his investment can buy for the boys on the European and Asiatic "shifts."

*Second.* It gives men and women at home the double satisfaction of knowing some of the money they earn turning out vital war needs, helps deliver fighting equipment where it, too, can best serve.

THE ELECTRIC AUTO-LITE COMPANY  
Toledo, Ohio

**THIS TESTED BOND SELLING PLAN  
WILL WORK FOR YOU!**

## PEACE TIME PRODUCTS

Spark Plugs • Batteries  
Starting, Lighting and Ignition  
Wire and Cable



This advertisement is published with the thought that other business concerns may wish to adopt the idea for stimulating War Bond Sales to their employees. Copies of these citations and full details of the plan's operation will be mailed upon request.





WOMEN DELEGATES TO N. M. U. CONVENTION APPLAUD NEGRO CAPTAIN MULZAC FROM BALCONY. GIRL IN UNIFORM IS A WAAM (WOMEN'S AUXILIARY AIRCRAFT MECHANIC)

## WOMEN SAILORS

Beached by the war, NMU members wage campaign to go back to sea

The women who went down to the sea in merchant ships before Pearl Harbor are fighting for permission to sail once again. Earlier this month a delegation of 20 female tars representing 400 women sailors attended the New York convention of the National Maritime Union (*abore*) to seek support for their campaign to re-enlist. Ruled off U. S. ships after the outbreak of hostilities by Admiral Land, War Shipping Administrator, these women members of the N. M. U. argue that since all other branches of the

armed forces are open to women, the Merchant Marine should not be an exception. They underscore the fact that British, Soviet and Norwegian women still help sail their country's ships.

Before the war most of the women served as waitresses and stewardesses. Now they want ratings as radio operators, cooks, messmen, store keepers and purser's clerks. Hopeful of an early return to sea, many are training for the necessary "lifeboat tickets" (p. 66). For stories of two typical girl sailors see page 57.





At upgrading school run by N. M. U., Kay Crowley and Irene Walker learn how to handle a main sail. Knowledge of lifeboat technique is required of merchant sailors.



Kay Crowley, aided by Irene Walker, hoists herself up in a bosun's chair. This "chair" is used a point side of ship and to reach portions of rigging where there are no stepladders for hand-over-hand climbing.



Instructor Tom Fitzsimmons shows Kay Crowley and Justine Sale how to hook the blocks and tackle which lower the lifeboat. This apparatus is called a "for and fall."



Women sailors studying for the "Lifeboat" ticket gather in the stern of boat to learn how a cartridge is inserted in a .45 V. C. pistol. About 40 women have signed up to take the entire course from Fitzsimmons.





**Frances Simka** wants to ship out again although she makes much more money as a welder. For six years before Pearl Harbor she served on Grace Line ships as a waitress. When war broke out she was messman on the *Santa Rosa* somewhere in the Caribbean. A month later she was taken off the ship. This 26-year-old Brooklyn-born sailor, who has a brother in the armed forces overseas, recently went to Washington as secretary of the women's N. M. U. committee to make a plea to Admiral Land.



**Irene Walker, 22**, is now an A-1 welder in an aircraft factory at \$83 a week. While at sea she and Frances (above) earned \$86.50 a month plus tips. If they shipped out again they'd get more because of high war bonuses. Irene was also born in Brooklyn, has two brothers serving in Army. On Dec. 7, 1941 her ship, the *Santa Elena*, was in Chile. When the ship docked in the U. S. she had to give up her job as stewardess. Irene wants to go back to sea because she and her friends "thrive on danger."



◀ When she's got you cutting up like this...

When you're really cut out for this... ➡



◀ TRY THIS

Everybody's breath offends sometimes—after eating, drinking, or smoking. Let LIFE SAVERS save yours. Only 5¢.



◀ If your dealer doesn't have your favorite LIFE SAVERS flavor, please be patient... it is because the shipment he would have received has gone to the Army and Navy.





A FLYING FORTRESS, HEAVILY LADEN WITH BOMBS, LUMBERS OUT TO A RUNWAY BEFORE TAKING OFF ON AN EARLY AMERICAN RAID AGAINST EUROPE

# 8<sup>TH</sup> U. S. ARMY AIR FORCE

## HURD PAINTS EARLY DAYS OF OPERATIONS NOW ONE YEAR OLD

On July 4, 1942, six A-20 light bombers belonging to the R. A. F., but manned by American combat crews, swept across the English Channel to attack German airfields and installations in the Netherlands. This was the operational baptism of the 8th American Air Force, which had been training in England since shortly after this country's declaration of war. Some idea of the growth of that Force can be seen by the fact that on July 4, 1943, several hundred U. S. planes unloaded 544 tons of bombs over Axis targets at Le Mans, Nantes and La Pallice in France, shooting down 40 German fighters and probably destroying 35 and damaging seven more. From this foray, only eight U. S. planes failed to return.

Starting from scratch, the 8th U. S. Air Force has accomplished miracles in the first year of its operations. It brought to England a few planes and their crews and the formula of precision bombing (which was in direct contrast to the R. A. F. bombing policy). Fields and barracks had to be built and bombing crews trained to operate in a new country under different climatic conditions. Even when regular raids started last summer, only a few Flying Fortresses rendezvoused to head out for their targets. But these

few planes have constantly been added to and, as the crews have come to learn all the tricks of fighting and bombing Germans, our technique has steadily grown better. One of the most unexpected developments brought into air warfare by the 8th Air Force was the destructive power of the Flying Fortress in the air as well as on the ground beneath it. The first fighter squadrons that tangled with flights of these heavy bombers found that the .50-cal. machine guns bristling from the fuselage knocked planes down with uncanny accuracy. Since the U. S. aerial operations started, 1,109 German fighters have been destroyed with a loss of only 276 American bombers. Last month, to bolster the satisfaction felt by this success, Major General Ira C. Eaker, commanding the 8th Air Force, announced, "We employ all possible deception to avoid fighter concentration and radar detection. This is done in order to prevent interference with the bombing by enemy fighters. However, when a hot air battle results, we do not count the mission lost but consider it a victory when we destroy a large number of enemy aircraft."

Also to be counted as a victory is the devastation brought to 102 industrial targets, naval bases and war

plants in the past year. Over these, our big bombers dropped 11,423 tons of high explosives, smashing U-boats, power plants and synthetic rubber factories with an awful preciseness made possible only by the U. S. bombsight.

Recording the first operational days of the Eighth Air Force was LIFE Artist Peter Hurd, whose portraits of typical fliers and ground men have already been published (LIFE, Feb. 15). The paintings on the following pages represent his impressions of the bomber field at which he lived during the birth of our ever-growing air offensive. They portray enemy action as well as American operations, views from various positions in the bombers in which Hurd flew and quiet, pastoral scenes in the countryside near the field at which he was stationed. Some of the men and planes Peter Hurd knew and painted last summer have been lost in the skies over Europe. Others, having completed the number of operational flights that are now considered to be the limit of aerial endurance, have been retired to train new plane crews. Today there are many more planes at American stations in England. They are taking the lead in an offensive that soon must bring all of Axis Europe to defeat.

THE DORNIER'S TARGET shows the rubble of masonry left by a German plane after unloading its bombs over an English town. Hurd's painting of the raid is on opposite page.



END OF THE DORNIER is this fire-blackened hole in an English field. The salvage men and guards were sketched by Hurd the morning after the plane plummeted down after being hit by Spitfire.





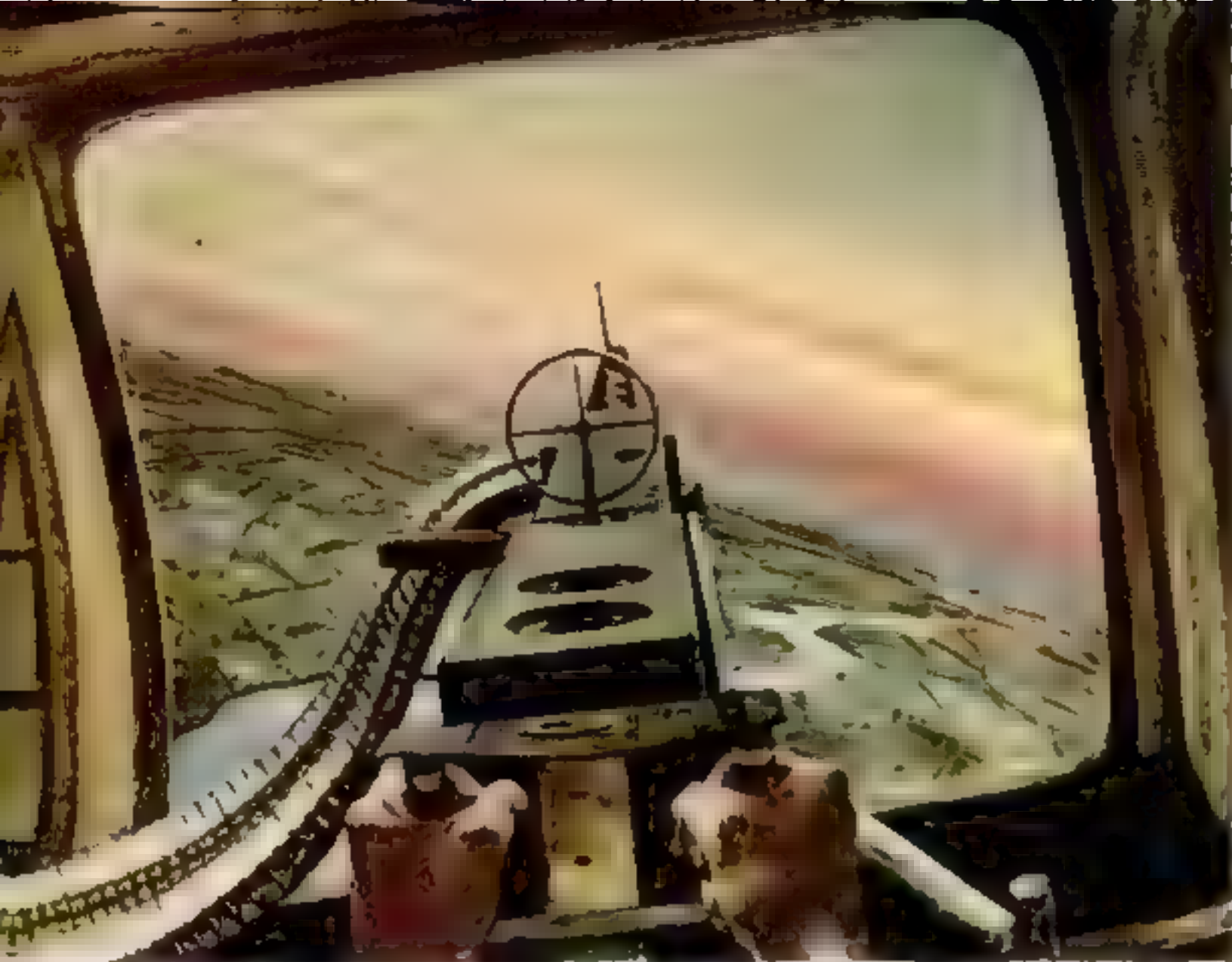


**AIR RAID NEAR U. S. AIRDROME** is painted by I. I. E. Artist Peter Hurd. The long green-blue lines of searchlights are sweeping across the dark sky, trying to pick up German planes. The exploding bombs glow a kind of yellow in the sky here beyond the buildings of the field.

**CHANDELIER FLARES ARE DROPPED** by Luftwaffe to light up its target. Hurd describes them as "brilliant yellow globes drifting through the midsummer twilight." Across the red sunset sky, yellow and blue searchlight beams are still flaking and reflecting from cloud layers.







WAIST GUNNER LOOKS OUT OVER GREEN AND BROWN FIELDS, PINK-TINGED STREAM



TAIL GUNNER LOOKS BACK WHILE NAVIGATOR LOOKS OVER MAPS TO MOTORS (BELOW)



**B-17s ON A HIGH-ALTITUDE MISSION** fly over English countryside. They are at 30,000 feet, will soon rendezvous with other U.S. bombers somewhere over the Channel, and head for Axis targets in France, the Low Countries or Germany. The cool yellow rays of the sun glint off the wings and through the propeller blades as the ports rear up through the twilight sky. Below are masses of green and white hills, some with patches of gold, promising a good bombing weather. If the sun brightens, however, one gets a good view of the best of the conservative manner of the English. The American's perspective





from the nose, the turret, the waist and from the top of the fuselage. They cover every angle. In each position, the artist meticulously painted the gauges, and only how into a frame his work. He painted where, as a pilot, he spent his time. Peter Hunt did not know on his flight instructor, he kept a log of the crew, named from various crew positions on a B-17, to the left. While living at another station in the Sea Air Force in England he flew many times with pilots in their crews. In the air, he said, he seems that he later painted in air. All

of them are faithful as to detail for Hunt stepped himself in the background and a real impression of a typical bomber pilot. These pictures represent the planes and their work. In an earlier series, LIFE told Hunt painted portraits of the men who fly the bombers and those who are for them on the ground. He was deeply impressed by the new generation of young men who have taken to their mean, most personal crisis against the forces of evil. He believes that they and their planes will be a great factor in the war and the peace to follow.

CONTINUED ON NEXT PAGE





**WAR AND PEACE** are reconciled in this English landscape of the late summer of 1942. The peaceful business of the harvest goes on as a farmer plows the red wheat field, and rows

of wheat grow out from the edge of a U.S. airfield. Bombers scud through the forested horizon. B-29's, without flight, free their way over the farmland. The sun is low, and the sky is blue.





with the green fields and highlights the white star insignia on the fuselage. In the right background, in the left background, is a small village. Airfields like this are purposely kept so small they blend

into the surrounding countryside. From a nearby room in a small place this station would resemble the neighboring cultivated fields and picture land, sloping under the summer sun.

CONTINUED ON NEXT PAGE





**CRASHED FLYING FORTRESS** is set apart by a crew of "Cremes," who will strip her of all useful parts. This bomber came in for a belly-landing and smashed. The rear part of the fuselage is being hoisted by ropes, one of which is seen lying on the ground in right foreground.

ground. If she is not enough to field, big trucks will haul her back to her own "hangar" in a town. And if she is not enough to field, big trucks will haul her back to her own "hangar" in a town. And if she is not enough to field, big trucks will haul her back to her own "hangar" in a town.



**THE OLD AND THE NEW MEET** in an English dawn as a B-17 flies over the ruins of Barnwell Castle. On wall to the left, the rising sun heralds the light masonry towers to monument and begins to flood in pinks and yellows through the violet sky. Over it flies a Fortress

on her way to a bombing mission. Her flight is reflected in the light of the great air. Hood feels that there was something important about this episode. As a series of war far passed swiftly over the memories of old wars and the glories of long-forgotten battles.





*... may I suggest you buy  
more U. S. War Bonds today?*

*J. S. Harper*

Bottled in Bond under the  
strict U. S. Government standards.

Our distilleries today  
are devoted to the production of  
alcohol for war purposes only.

**L.W. HARPER**





# Doctors Prove 2 out of 3 Women can get More Beautiful Skin in 14 Days!

**PALMOLIVE BEAUTY PLAN TESTED ON 1285 WOMEN WITH ALL TYPES OF SKIN**

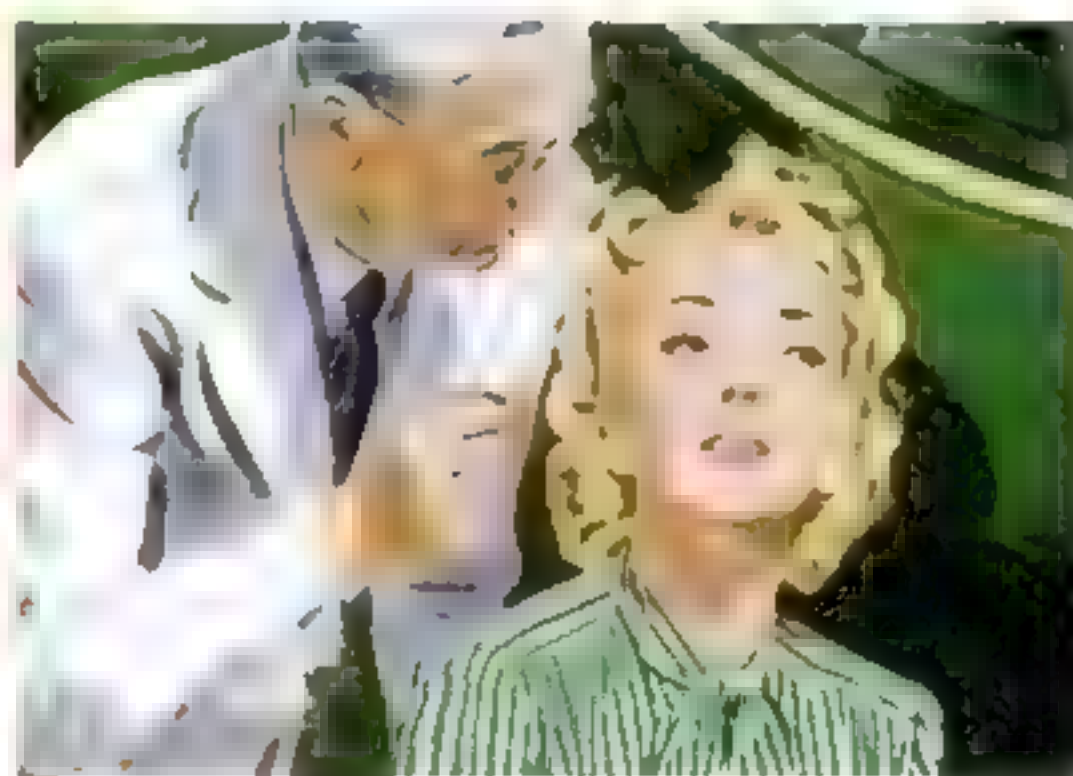
READ THIS TRUE STORY of what Palmolive's Proved New Beauty Plan did for Dorothy Garfield of Boston, Mass.



"My complexion had lost its come-hither. So I said 'yes' quick when invited to try Palmolive's New 14-Day Beauty Plan—along with 1284 other women all over the U.S.A.! My group reported to a Boston skin doctor. Some of us had dry skins; some oily; some 'average.' After a careful examination, we were given the Palmolive Plan to use at home for 14 days.



"Here's the proved Palmolive Plan: Wash your face 3 times a day with Palmolive Soap. Then—each time—massage that lovely, soft Palmolive beauty-lather into your clean face . . . just like a cream. Do this for a full 60 seconds. This extracts the full beautifying effect from Palmolive lather. Then rinse and dry. That's all. But you mustn't miss even one massage!



"After 14 days, I went back to the skin doctor. He confirmed what my mirror told me. My complexion was smoother, brighter, clearer! Later I learned these and other skin improvements had been observed by all the 36 examining doctors. Actually, 2 out of 3 women got see-able, feel-able results. So Palmolive's 14-day plan is now my 365-day a year plan!"



**YOU, TOO, may look for these skin improvements in only 14 Days!**

- ✦ Brighter, cleaner skin
- ✦ Finer texture
- ✦ Fewer blemishes
- ✦ Less dryness
- ✦ Less oiliness
- ✦ Softer, smoother skin
- ✦ Better tone
- ✦ Fresher, clearer color

This list comes right from the reports of the 36 examining doctors! Their records show that 2 out of 3 of the women who pre-tested the Palmolive Plan for you, got many of these improvements in 14 days! Now it's your turn! Start this new *proved* way of using Palmolive tonight. In 14 days, you, too, may look for fresher, clearer, lovelier skin!



**NO OTHER SOAP OFFERS PROOF OF SUCH RESULTS!**



# THE AIR PLAN

AN EXPERT PROPOSES A METHOD OF BEATING THE AXIS FROM THE AIR WITHIN SIX MONTHS

By FRANCIS VIVIAN DRAKE

The use of American and British air power as a primary independent weapon for the destruction of enemy war production and for the defeat of Germany and Japan resolves itself into what is known as the Air Plan.

This plan does not derive from armchair strategists, nor is it fancifully supported by ifs and buts and unrealities. It is based on the convictions of high air officers of both countries, of the practical men who are personally responsible for the air war and who, as a result, do not arrive at conclusions lightly.

It is their considered judgment that a great air offensive presents the United Nations with the quickest and most economical working method of ending this war with the least expenditure of human life. The Air Plan is further supported by the Allied fliers who look at Germany week after week through their bombsights, who analyze the photographs after every attack, study the secret Intelligence reports, and assess the actual destruction inflicted on the Reich.

The plan is not dependent on the still-unrealized production figures of tomorrow. It is realistically based on the bomber production we have now, on the bases we have now, and on the condition of the Axis as it presents itself now.

There is not space to quote all these professional opinions individually, but those given below may be taken as representative of the thinking of the joint air forces. They are the remarks of outstanding Allied air commanders:

General H. H. Arnold, Commanding General of the United States Air Forces, made the following statement:

*The Germans, the Italians, and, yes, the Japanese, see the handwriting on the wall. Our plans call for bombing to destruction their factories, their transportation and communications systems, their U-boat yards, the industries making their critical items.*

Air Marshal Sir Arthur T. Harris, chief of the R. A. F. Bomber Command, stated:

*If I could send a thousand bombers over Germany every night, Germany would not be in the war by autumn.*

Major General Ira C. Eaker, commanding the United States Eighth Air

Francis Vivian Drake, from whose new book *Vertical Warfare* (Doubleday Doran, \$3) this article is taken, is an authority on the growth and strategic use of airpower. A member of the R.A.F. in the last war, he was later loaned to the U. S. Army Air Force as an instructor. Now a U. S. citizen, he began in 1938 to write articles and books advocating the construction and concentration of long-range bombing power. This is his thesis on how to use the planes shown in Peter Hurd's drawings on the preceding pages and the young fliers on the cover. His views mirror those of many high-ranking members of Army air circles. At Mr. Drake's request, payment for this article has been made to the Army Air Forces Aid Society.

Force in Britain, summarized his view as follows:

*There are enough airdromes in the British Isles, now built and building, to accommodate the air forces needed for the destruction of Germany. By destroying the enemy's aircraft factories you can put an end to his air force. By destroying his munitions plants and communications you can bring his armies to a halt. By destroying his shipyards you can make it impossible for him to build submarines. There is nothing that can be destroyed by gunfire that cannot be destroyed by bombs.*

At the outset it must be understood

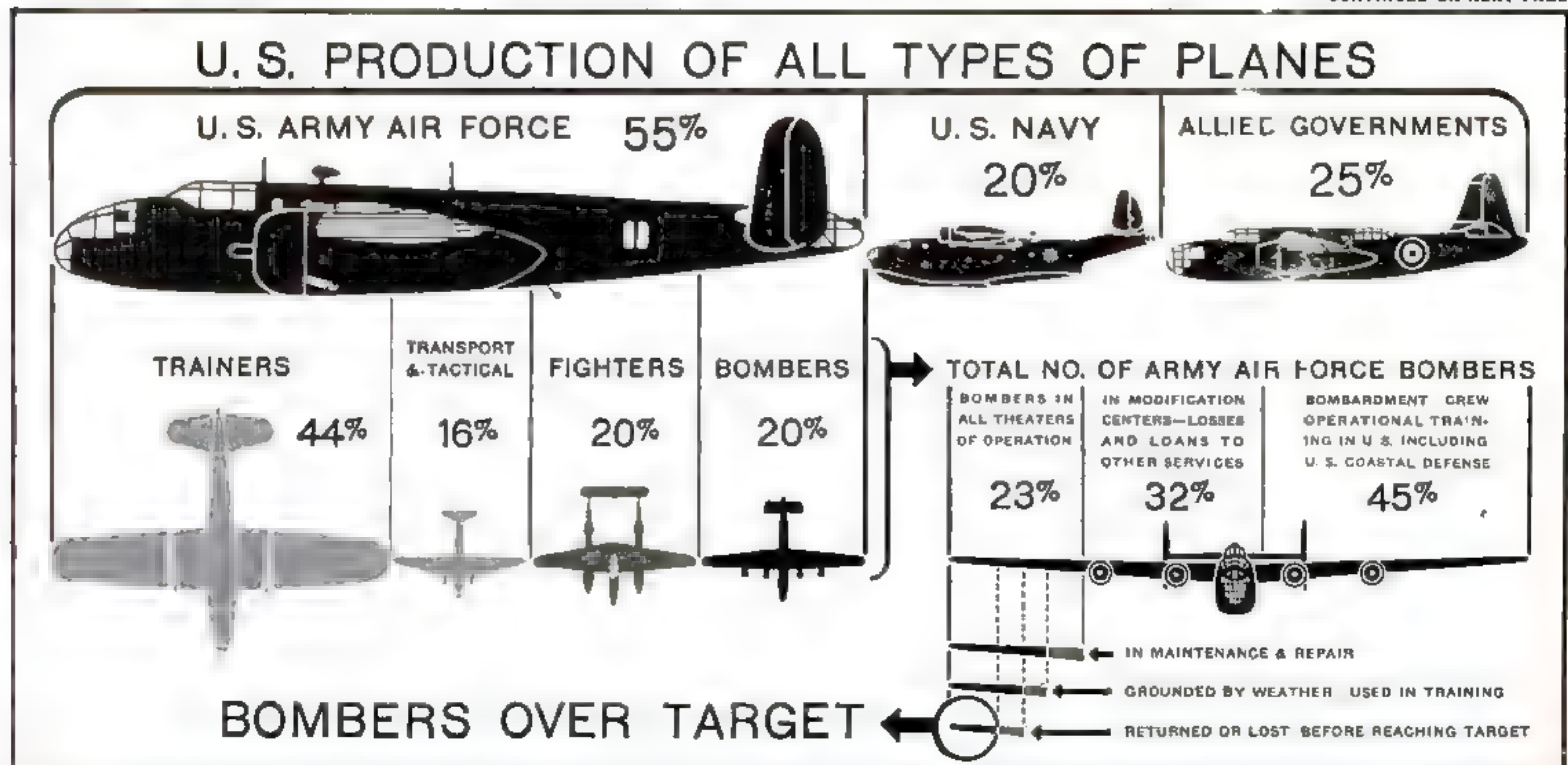
that any air plan, whether it be a secret military document accessible only to the combined chiefs of staff or a sample plan such as that about to be described, is governed by two basic essentials. The first concerns the type of bomber and the number of such bombers actually available. The second, which ratifies the fundamental principle underlying all armed combat, is **CONCENTRATION**.

Up to the summer of 1943 this second essential condition of concentration was the rule most consistently violated in the use of Allied air power. Our heavy bombers were never massively assembled for a strategic air offensive in any one area. They were spread thinner than a coat of paint all over the world, assigned to defensive operations, which, however successful and however sustained, could not bring about the end of a great global war.

Air power never has been and never will be *decisive* unless this first rule of war is rigidly observed in fact and not just in theory. Sea power and land power could not be decisive either if they were forced to operate without massed strength; in fact, they could not even be partially effective. It is no use giving an air force a few hundred bombers and inviting it to show what it can do. All it will be able to do will be to make expensive headlines. It cannot bring us final victory, any more than can a few surface divisions.

*For an air plan to inflict the deathblow that opens the way to a march of occupation by ground troops, it must deliver an overwhelming, continuous, and crushing series of blows within a short period of time allowing no respite for recovery, until the enemy is backed to the brink of the final precipice and can choose only between complete annihilation and unconditional surrender.*

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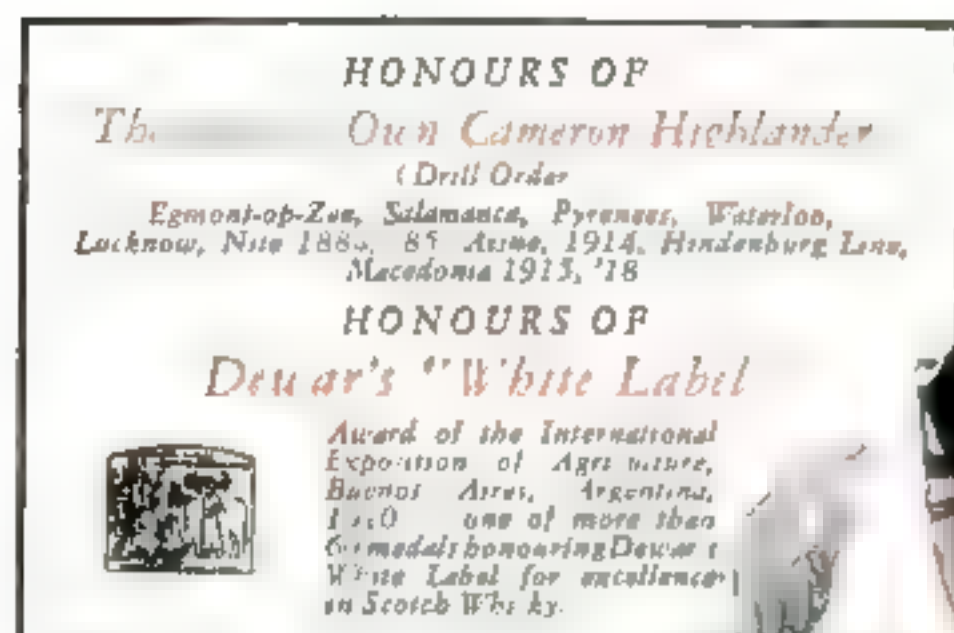


THIS SPRING'S FIGURES, SHOWING THE PROPORTIONAL BREAKDOWN OF ALL AMERICAN AIRCRAFT PRODUCTION, SUPPORT DRAKE'S ARGUMENT FOR AERIAL CONCENTRATION



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TO YOUR COUNTRY—BUY U. S. WAR BONDS



**I**N MAPPING out your social strategy, start out with this shining fact...THERE IS NO RETREAT IN QUALITY FOR DEWAR'S SCOTCH! We consider it a point of honour to maintain the quality which has won 60 honours all over the world! Command Dewar's and be "at ease."

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THE MEDAL SCOTCH OF THE WORLD



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## THE AIR PLAN (continued)

An air plan considers five essential points, which are similar to those of any practical military program:

1. What is the *job* to be done?
2. What is the *minimum force* necessary to do it?
3. What *weapons* are there available to do it?
4. How much will it *cost* in men and weapons?
5. How *long* will it take?

The *job* is, first, the destruction of Germany and, second, the destruction of Japan. The reasons for this order of attack have previously been dealt with at some length and therefore will merely be summarized here. First, we have no large bases from which to attack Japan, and the Navy cannot steam across the Pacific into the teeth of land-based enemy air power and get them for us. Second, athwart our only other practicable means of access to Japan—the great land and sea routes to China from Europe and India—lie the armies and submarine fleets of Germany. Any major attempt to implement a strategic air offensive against Japan itself is certain to be indecisive and will needlessly sacrifice bomber crews for death by execution or torture. When the blow falls it must be swift and final.

The *minimum force* required by the Air Plan is governed by the method of bombing selected. We know that 40-per-cent destruction of industrial areas is believed sufficient to defeat Germany (already laid waste by years of war and heavily committed to a life-and-death struggle in Russia). Since the R. A. F. in 1942 destroyed about 7 per cent of the Reich with thirty-seven thousand tons of bombs, 40-per-cent destruction would imply the unloading of about six times that tonnage, or around 220,000 tons. This total is so enormous that it is questionable whether German morale could possibly withstand anything like it, whether or not the actual 40 per cent of industrial destruction had been completed.

### The factor of destruction

The force required by precision bombing alone is exceedingly difficult to figure *in terms of tonnage*, since the factor of destruction is governed more by the degree of precision than by the weight of bomb loads. However, since there are less than two hundred key-of-the-key-of-the-key targets in the whole Reich, American airmen estimate that precision bombing by itself would require a tonnage in excess of fifty thousand to bring about the downfall of German war industry.

Any sensible air plan provides for a combination of both methods—for round-the-clock bombing. This combination would require in the first phase a minimum striking force of one thousand heavy bombers, and since men and machines cannot be used continuously, there should be two thousand more in combat reserve. In the second and final phase a striking force of two thousand bombers, with two thousand in reserve, would be required.

The *weapons* available comprise, as the reader knows, the bombers, the crews, the personnel, the bases, the fuel, the spares, and all the expendable materials. We already have ample bases, properly defended by a surrounding army in Great Britain. We have ample personnel, ample supplies available for such an attack.

A large proportion of the necessary personnel and supplies are already in Great Britain. To convey the remainder there would involve the minimum possible shipping tonnage through our shortest supply line (over the North Atlantic to Great Britain) and, furthermore, would present a fraction of the undertaking involved in supplying a great land offensive. The air setup that is here proposed would not now require more than two months to prepare—that is, two months from actual inception to full-scale operations over Germany.

The joint production of American and British heavy bombers was nearly one thousand a month in July 1943 and was due to rise to the neighborhood of fifteen hundred per month later in the year. On top of that there is a production of long-range medium bombers now running to many hundreds every month. These, of course, do not represent the heaviest form of strategic air power, but they are very helpful in maintaining our other fronts and might also be used to take part in the kill over Germany as soon as the Luftwaffe disintegrates.

The *cost* of an air offensive will be largely determined by the losses it sustains in the course of its operations. One cannot tell in advance exactly what this figure will be. One can only approximate it from the loss-rate ratios of previous experiences. In this connection it has been made clear that an air offensive cannot hope to be decisive unless it is *continuous*, in order to bring about saturation of enemy defenses and to prevent interim recovery. Such continuous operation will inevitably be accompanied by continuous losses. If one is to remain



effective one must be able to replace those losses and keep the striking force at a constant peak of strength.

For the whole of 1942 and for the first four months of 1943 American losses from day precision bombing over Europe averaged about 3 per cent and have since decreased. British losses in night bombing over Europe have averaged 5 per cent. American losses were 80 per cent due to enemy fighters and 20 per cent due to flak. British losses are believed to have been about 60 per cent due to night fighters and 40 per cent due to flak.

Integrated with the average number of days and nights in which European weather permits vertical attack, and with the minimum-size task force considered necessary, losses from a massed air offensive may be anticipated to average about five hundred bombers per month and between four thousand and five thousand men per month for the duration of the offensive. If it were necessary to continue the bombing itself for a total of six months, total losses would be between two thousand and three thousand bombers and between twenty thousand and thirty thousand men, or the equivalent of about two divisions. This represents much less than the Allied losses in North Africa alone.

How long the operation must last (discounting any possible crack in German morale) can best be answered by the number of bombers sent over the targets—that is, by the degree of concentration. A few squadrons of bombers will never end the war. An enormous mass of bombers might do it in a month. In terms of the bombers that the United States and Great Britain have actually available—that is, in terms of the task force about to be described—it is estimated that the offensive would take between four and six months at the most to bring Germany to her knees and make possible an economical march of occupation by our army.

Assembling all these factors into a specific program to show us what we could actually realize (without reducing the allocation of bombers necessary to maintain other fronts), the following United States-British joint task forces emerge:

#### TASK FORCES, FIRST PHASE

	U. S.	R. A. F.
Combat operational bombers	500	500
Combat reserve	1000	1000
Total bombers	3000	
Planes available per attack	500	500
Maximum loss rate per attack	3%	5%
Attacks per month by day	8	
Attacks per month by night		10
Losses per month	120	250
Total replacements	370	
Joint production	1000	
Tons of bombs per month	10,000 tons	30,000 tons
Total	40,000 tons	
Total in first sixty days	80,000 tons	

There are already more than fifteen hundred United States and British bombers in Great Britain. The full requisite strength could be readily achieved inside the next two months.

By the time the first phase of operations of the above task force was over, Allied bomber production would already have overtaken losses sustained and made possible a very substantial increase in the task-force strength for the second phase.

Increase in strength, as we have already seen, tends to decrease the loss rate by saturating enemy defenses. (During an eight-month period ending April 1943 the American "token force" in Europe showed a loss rate of about 3 per cent. Immediately the strength was increased the loss rate sank to 2.64 per cent, although the reinforcement had been only moderate.)

If we tend to harp on this subject of saturating enemy defenses it is because it has such an important bearing on the time factor required by vertical warfare. It will be recalled that 80 per cent of actual United States bomber losses over Europe has been due to enemy fighters. During the eight-month period mentioned above the United States Eighth Air Force lost 116 bombers and exacted in exchange a toll of 509 fighters destroyed (plus 313 probably destroyed and 206 damaged), a conservative ratio of at least 5 to 1.

During the first phase of the tentative air offensive a loss of 240 American bombers could therefore be anticipated on the strength of our previous maximum 3-per-cent loss rate. Now if our 5 to 1 ratio over enemy fighters could be maintained—and there is every reason to suppose that it could be—this would mean that in the first sixty days our heavily armed bombers could be expected to shoot down about twelve hundred enemy fighters, which exceeds the total number of German fighters now in western Europe.

The air forces would therefore have the Luftwaffe over a barrel. If the Luftwaffe withdrew its fighter strength from Russia, the

CONTINUED ON NEXT PAGE

**V**RAY, Dr. West's remarkable new dental cream, pours on your toothbrush in a thick, creamy stream that stays there.

Entirely new in form and in results, Vray lifts surface stains from the teeth—even tobacco stains, which are most difficult to remove.

Dr. West's Vray is packed in glass the modern way, so you don't need an old tooth paste tube to get Vray.

#### SAVES YOU MONEY

One bottle of Vray (6 full oz., 231 brushings!) fills a tooth paste tube OVER TWICE as big as the average 39¢ to 50¢ dentifrice tube.

Average size tube used by 8 most popular dentifrices selling at 39¢ to 50¢ (6 1/4 inches long).



It takes this giant tube (13 inches long) to hold the contents of one bottle of Vray.

**DR. WEST'S**  
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**VRAY**  
The Modern Dent



**39¢**

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Dr. West's Company





It wasn't too much corn... there wasn't enough boy! Even with the best of food, too much and too fast is just too bad! Be gentle with your stomach at such a time... take soothing PEPTO-BISMOL!

**Never Upset an Upset Stomach!** Don't aggravate an already irritated stomach with overdoses of antacids or harsh physics. Take soothing PEPTO-BISMOL! This pleasant-tasting preparation is neither an antacid nor a laxative. Its action is different. It spreads a soothing, protective coating over irritated stomach and intestinal walls... thus helping calm and quiet common digestive upsets. Get a bottle today!

Recommended for children as well as adults. Three sizes at your druggist's—or by the dose at his fountain.

Take soothing PEPTO-BISMOL... to relieve sour, sickish, upset stomach; distress after over-indulgence; nervous indigestion, heartburn... and to retard intestinal fermentation, gas formation; simple diarrhea. If you do not get prompt relief, see your doctor.

Norwich

**PEPTO-BISMOL**  
FOR Upset STOMACH

This formula is known and sold in Canada as P. B.

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## THE AIR PLAN (continued)

Wehrmacht in that theater would buckle, for no army has yet lost control of the air without losing the battle. If the Luftwaffe continued to come out and fight, it would be destroyed. If it did not come out and fight, American and British losses would be cut to a fraction and the destruction of Germany could proceed unopposed except for anti-aircraft fire.

### JOINT TASK FORCE, SECOND PHASE

Combat operational planes	2000 bombers
Combat reserve	2000 "
Total planes	4000 "
Planes available per attack	2000 "
Average loss rate per attack	3%
Replacements per month	560 "
Tons of bombs per month	80,000 tons
Total in second sixty days	160,000 "

The cost of four such months of operation to the proposed joint task force would be under two thousand bombers out of the six thousand that we shall have produced by that time, which would leave a balance of four thousand heavy bombers all ready to carry out a similar program of destruction over Japan. Total Allied casualties over Germany would not be in excess of twenty thousand, and an appreciable number of these could reasonably be expected to escape by parachute, as they have in the past. Total loads dropped would be 60,000 tons of bombs by Americans, 180,000 tons by the British—a total of 240,000 tons of bombs. (It should be emphasized once more that American precision bombing is *not* evaluated in tons but in key-of-the-key destruction.)

### The factor of morale

As we have stated earlier in this chapter, it is outside the realms of probability that the population of any country, no matter how determined or how desperate, could withstand anything like such a terrible tonnage as 240,000 tons of bombs in such a short interval, and it is therefore far more likely that the morale of the Nazi war workers would crack before 40 per cent of Nazi war industry has been destroyed. However, since the morale breakdown is such an unpredictable factor, we must presume that it may be necessary to carry the program to completion. In this event the Air Plan would point to a total of four to six months from the beginning of the first phase to the final collapse of Germany, always provided that the specified intensity is maintained.

Such is the summary of an air plan, derived from the findings of professional airmen and solidly founded on experience and fact.

No military plan of any kind can anticipate success if it is entered into halfheartedly or with a grudging reservation that while it may not win the war, on the other hand, it probably cannot actually lose it either. The Air Plan is not a side show. If it is to succeed, it requires the unhedging support of everybody—of the government, of all the armed forces, and of the public which must pay the bill.

Its difficulties will be many, and the greatest of all will be its logistic requirements. It is a tremendous undertaking, but we have already come so far along the road that success is almost in our grasp. Our joint air forces today dwarf those of all three Axis nations, and our arsenal and organization, figured in millions, stand ready behind the Air Plan.

No reasonable person can doubt that accomplishment of the task which has been outlined would bring us face to face with victory. No people, no industrial system could withstand the proposed assault of 240,000 tons of bombs in four months. Moreover, this Niagara of destruction would fall not on an industrial system in its first war strength and vigor, but on one already strained to the breaking point.

The Nazi "master race" has become disillusioned and exhausted by the frightfulness with which it has deluged the world for four long years. It was never promised blood, sweat, and tears. It was promised, categorically and vehemently, a short war and an absolute immunity from all attack, and these promises have been shattered. The memory of early Nazi triumphs is rapidly disappearing under the accumulating debris of the Nazi citadel.

When the end of World War II comes it will take place with stunning suddenness. The citadel will crack first, and the Nazi armies which garrison the whole continent of Europe will fall apart as a result.

When Europe has been liberated, our ships will once more be free. The submarine menace will be over. The great land bridges to the Far East will open, and we shall stand ready with a trained American-British combat air force of four thousand heavy bombers. The British pledge has already been given to fight wing to wing and

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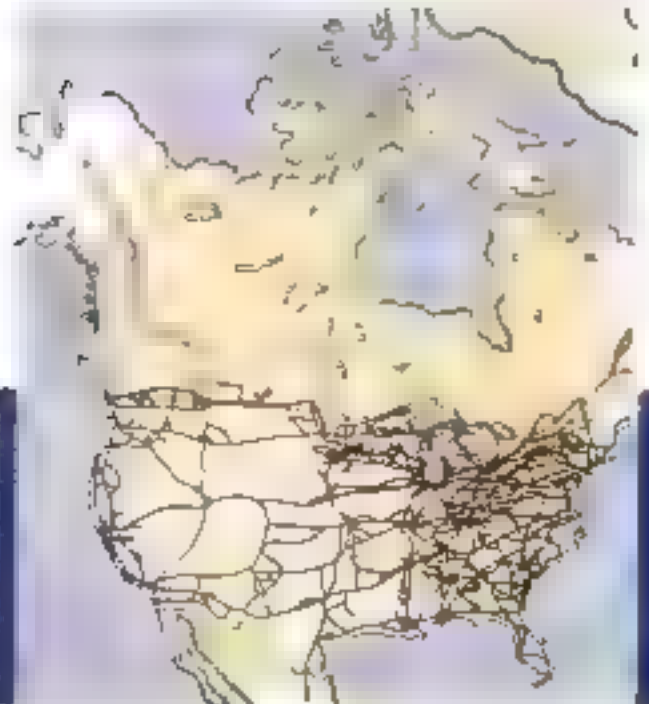




## "Roll 'er through to Fairbanks!"

### Greyhound serves America-at-War along the Alcan Military Highway

**THE OUTLINE MAP** below shows the Alcan Highway (heavy red line, including both highway and rail links) in relation to the 68,000-mile Greyhound System and its principal bus line connections.



*No, you can't ride a Greyhound Super-Coach to Alaska over the Alcan Highway . . . not today!*

But, just the same, these familiar blue-and-white buses are rolling on that highway—doing an important job for Uncle Sam, along the most amazing military road of all history.

*Buses have followed the bulldozers* on the Alcan! Operating under direction of the Northwest Service Command, they are carrying the military and civilian personnel that is building, strengthening, protecting the great road.

The Alcan Military Highway is an everlasting tribute to the courage and skill of the Army Engineer Corps—that grand body of men who shoved it through ice and


storm and bottomless muskeg in impossibly fast time.

What's more, it's America's pledge to the world that we'll run the greedy little Japs clear back to Tokyo and beyond! It's a pledge, too, of cooperation and friendship between Canada and the United States—a mighty link in the chain of highways that will one day span all the Americas.

After Victory comes, who can doubt that roads and buses will work together to develop the wonderland of Western Canada and Alaska, just as they have worked to give America the most convenient and flexible peacetime transportation—and as they are now working to carry the Nation's manpower in time of war.

# GREYHOUND





I'M LIGHTNESS—gentle  
in social appeal!

I'M FLAVOR—the key  
to pleasure...that's me!

I'M RICHNESS—the height  
of mellow delight!

I'M BODY—the base  
of "5's" winning grace!

## "THE DOGHOUSE FOR TOUGHNESS!"— SAY THE 5 CROWNS

WE'RE onto that mongrel's crude tricks...  
Our whiskey and TOUGHNESS don't mix!  
One sip will reveal  
The 5 Crown appeal—  
Rich smoothness that instantly "clicks"!

YOU'RE handing yourself a bouquet  
In serving FINE 5 Crown today,  
Especially since  
The MOST bottle hints  
The friendship you want to convey!



# THE FINEST Seagram's 5 Crown

SEAGRAM'S 5 CROWN BLENDED WHISKEY 86 & 8 PROOF, 60% GRAIN NEUTRAL SPIRITS SEAGRAM DISTILLERS CORPORATION, NEW YORK



## THE AIR PLAN (continued)

shoulder to shoulder with us until the cities of Japan lie in ashes. *What has happened to Germany will be the blueprint of what awaits Japan.*

Always we must come back to the cost of victory. More than all else it is the lives of our people that matter. The stakes above all other stakes are the millions of Allied men in uniform, who, if we can help them to survive, will shape the decent world of tomorrow and pass it on worthily to their children.

It would be a shameful thing if we permitted traditional military thinking to purchase victory for us at home at extravagant cost to these men.

This scale of human lives has been stressed so that everyone shall have it clearly before his eyes. Let him remember that even if the estimated Air Plan casualties were doubled, the total losses to America and to Great Britain would still be less than those of four infantry divisions. And let him remember that if it took only half of our present army to win this war by the traditional method of land invasion, the statistics of World War I point to consequent casualties ranging from two million to three million men—eighty to one hundred times greater than those entailed by an adoption of the Air Plan.

In the Air Plan the brunt of the closing phases of the war must fall on the Allied air forces, as in past wars it has fallen on the infantry. Although it is improbable that the air-force casualties over such a short period of time as four to six months would exceed those involved by long-continued indecisive bombing, the weight of such an undertaking cannot be minimized.

The nervous strain on the bomber crews is perhaps greater than any in the history of warfare. It is incessant and continuous. Individual infantrymen or seamen are seldom exposed to direct attack more than a few times a month the year round and, barring unusual emergencies, there are rest periods between battles.

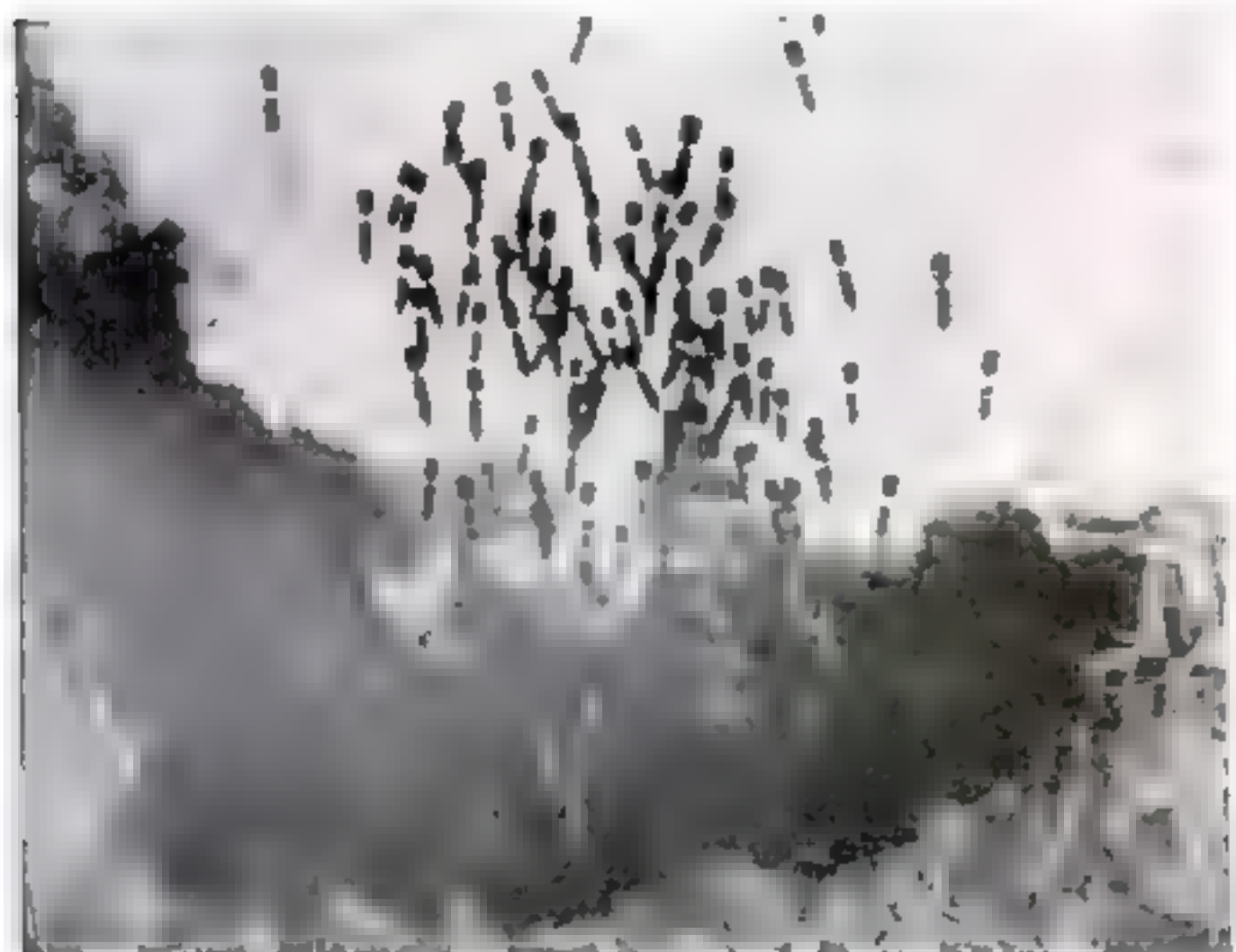
Even at the present time the life of bomber crews is one long emergency. They fly their high and dangerous missions eight to ten times a month. Every minute of every mission exacts the highest nervous tension. There is no doctor or orderly on board a bomber to care for the wounded; there is no dugout or trench in which they can be placed out of fire until help reaches them. The severely wounded cannot escape from a crippled plane. There is no angle from which death may not come, no second that is free from its threat.

Because a bomber crew is proud of its outfit, of its skipper, of its ship, and of itself as a unit, does not mean that combat missions give it any pleasure. It does not derive any kick out of danger and death, no matter how thrillingly its exploits may read in tomorrow's paper.

The strain is terrific, and bomber crews carry a load which burns them out if they cannot be rested at frequent intervals. No air assault against Germany or Japan could be maintained without a reserve of two to one in crews as well as in planes. Unless crews can be pulled out for rest and diversion and absolute freedom from flying after every group of missions, their nerves will snap and the whole organization will fall apart.

Notwithstanding all this, it is the Air Plan method of ending the war that bomber crews favor unreservedly, and they are eager and impatient to get on with the job. Air leaders and crews alike are convinced of the success that awaits them.

Surely the time is here to test to the full the promise of true vertical warfare. We have the personnel. We have the equipment. Now we need only the will.



Bombs fall from a Flying Fortress on Monserrata airfield near Cagliari in Sardinia. Drake states that concentrated attacks like this could knock out the Axis within six months.

## TRUE OR FALSE?



### 1. Barbers always work indoors?

**FALSE.** In China, barbers go through the streets looking for customers. They carry their utensils with them.

### 2. Cold weather makes your beard grow faster?

**FALSE.** Beards grow fastest in warm weather. No matter how fast your beard grows, Williams Shaving Cream helps you get clean, easy shaves. Williams creamy, soaking lather wilts the toughest whiskers completely soft.



### 3. Lanolin is a popular South American beverage?

**FALSE.** Lanolin closely resembles the skin's natural oil. Doctors prescribe it to soothe and soften skin. Now you get the comforting action of Lanolin in Williams Shaving Cream. It helps you get close shaves without irritation.

### 4. Most musicians are clean-shaven?

**TRUE.** When your working clothes are evening clothes, daily close shaves are a necessity. Here's what a popular band leader told us: "My skin often felt irritated, drawn. But since I switched to Williams containing Lanolin, I shave closer than ever before, yet my skin feels soothed and comfortable."



CONTAINS  
SOOTHING  
LANOLIN

**WILLIAMS** Luxury  
shaving cream

Same familiar tube





## "Shep will show 'em..."

It is very real, isn't it, son—the tug of parting between a boy and his dog?

*Pride* fighting down *sorrow*, as you send your "soldier" away to the wars.

We understand.

All of us have learned—and are learning—what we must pay as the price of freedom.

But while we keep our hearts in the thick of the fight, our eyes are fixed on the hope of the future.

Sparton, now, is building nothing but materials of war.

Horns, sirens and warning signals of every type, for motor cars, tanks, trucks, jeeps, planes and ships.

Much highly technical equipment, too, for the Radio Division of the Signal Corps.

A total, in fact, of 14 *major* products for our armed forces!

But what about the future—after Victory?

You may be sure that the "oldest and best name in horns" will again be leading the parade.

You may depend on Sparton for exciting new products for the automotive, marine and aviation fields.

You may expect new and finer Sparton radios—

And other new electrical home products, in tune with the progress of the times.

Better Sparton products, in wider variety—finely engineered as in the past!

Better *values* through improved methods!

These are among the contributions we pledge for the peacetime World of Tomorrow.

**PLAN AHEAD WITH SPARTON!** We invite correspondence with others who are interested in post-war marketing opportunities, in which our 43-year experience in electrical precision manufacture can be invaluable.

# SPARTON

PRECISION ELECTRICAL MANUFACTURERS SINCE 1900

Sparton is proud of its continued association—through peace and war—with important manufacturers, a few of whose insignia are shown below!



THE SPARKS-WITHINGTON COMPANY • JACKSON, MICHIGAN  
SPARTON OF CANADA, LIMITED, LONDON, ONTARIO





BILLY ROSE PROVIDES PATRONS WITH PLENTY OF PRETTY GIRLS. SEATED IN FOREGROUND IS KAY GUER, A "PONY". FLANKING HER ARE TWO OF \$55-PER-WEEK SHOWGIRLS

## DIAMOND HORSESHOE

Billy Rose provides good cheap entertainment for the multitude

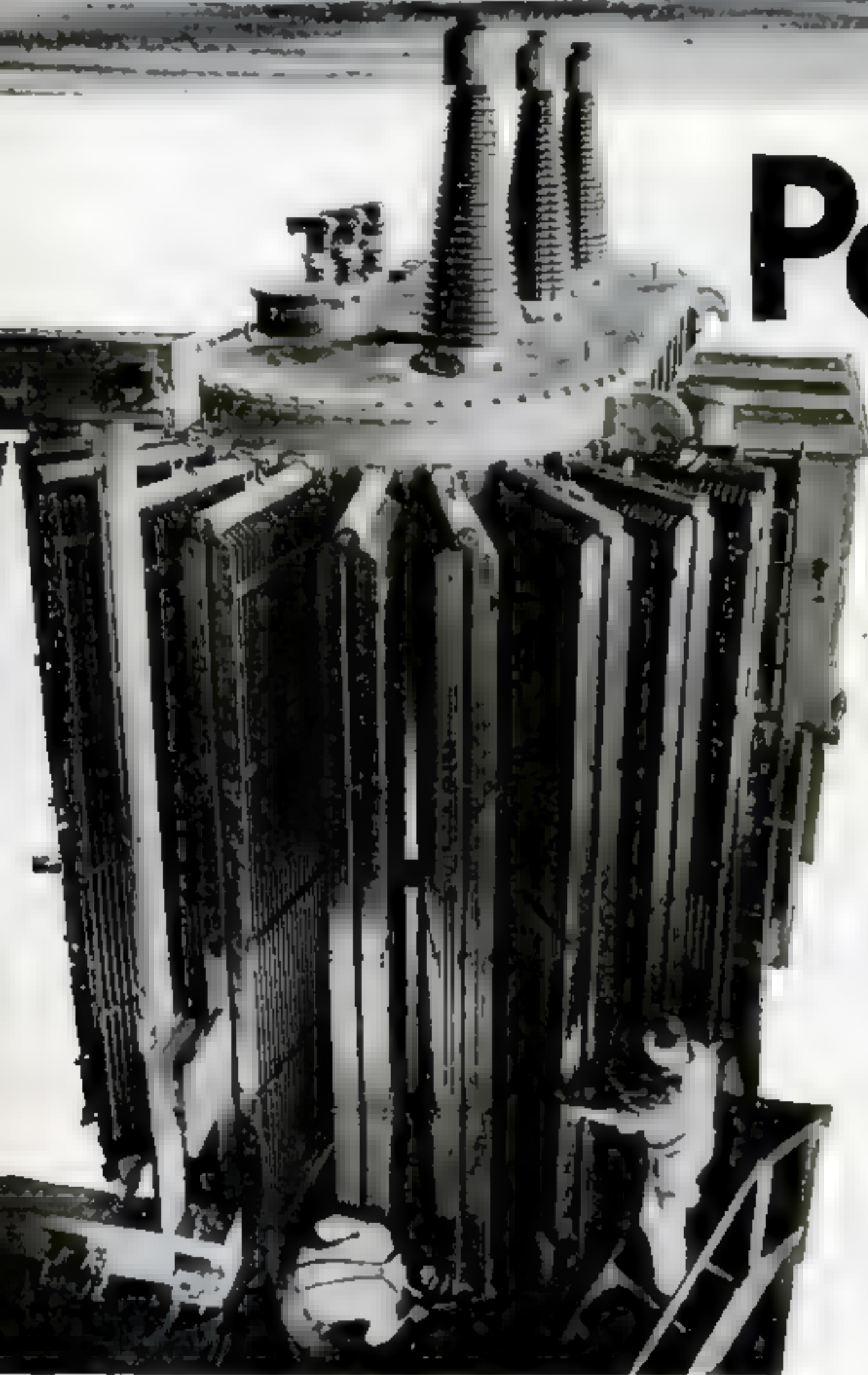
Billy Rose is a little man (5 ft., 3 in.) with big ideas. A case in point is his Broadway night club, the Diamond Horseshoe—a venture in wine, women and song that brings him a return of some \$250,000 a year with which to sustain a wife, an art collection, residences in Beekman Place and Mt. Kisco and an old English sheepdog named Scarlett. But Rose modestly denies that this income stamps him as a genius. "An idiot child," he insists, "can put on a good floor show."

Facts, however, would appear to indicate otherwise.

For the task of staging a cabaret that draws 7,500 customers a week requires inventiveness, reasonable prices and an awareness of public taste. The Horseshoe has a \$2.50 minimum week nights, \$3.00 Saturdays, holidays and holiday eves. The average check for two is \$7.88. For this a couple can have a drink and a reasonable facsimile of a New England boiled dinner and see such acts as LIFE shows on these pages.



# Shrink the World...



Heavy Allis-Chalmers electrical equipment—like the big transformer above—is helping to carry vitally needed power to every type of U. S. war plant.

## Power the Nation!

TWO BIG JOBS! And Allis-Chalmers is helping do both. This unusual company makes 1600 industrial products—everything from equipment that helps make and shape steel and aluminum for U. S. airplanes to giant turbines for U. S. power plants.

THAT SUPER CARGO PLANE above is like something out of the future. You didn't expect to see it for years. Yet there it is . . . ready for war!

America's great industries are cramming years of aviation advancement into months. And Allis-Chalmers is working at top speed to help them produce more and better planes.

Huge Allis-Chalmers turbines help generate the tremendous power needed.

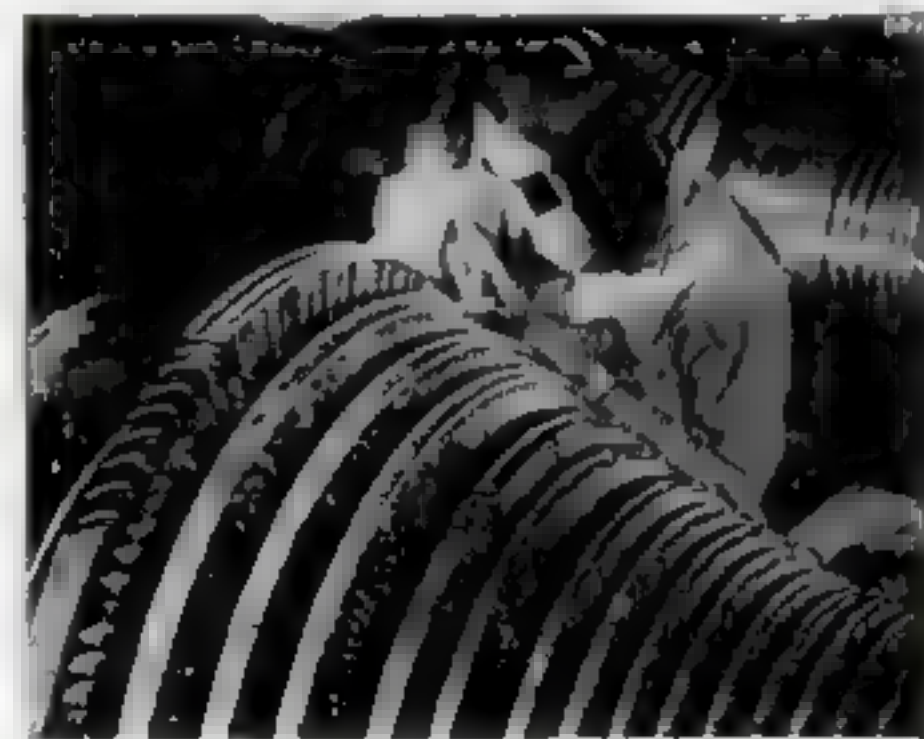
Allis-Chalmers motors, drives, controls keep production flowing . . . and Allis-Chalmers also produces equipment for making aluminum and removing precious magnesium from the sea.

1600 different industrial products come from this one unusual company. And Allis-Chalmers engineers are helping plane makers and other manufacturers produce more, not just with new machines

—but with *machines they have on hand!*

It's a tremendous job—and out of it Allis-Chalmers men and women are gaining valuable experience that can mean better peacetime goods of all kinds.

ALLIS-CHALMERS MFG. CO., MILWAUKEE, WIS.



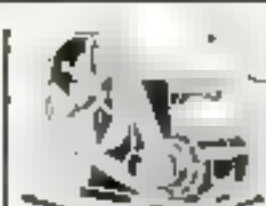
Welder at work on a turbine. A C is one of America's largest makers of hydraulic turbines—a leader in the steam turbine field!



ELECTRICAL EQUIPMENT



STEAM AND HYDRAULIC TURBINES



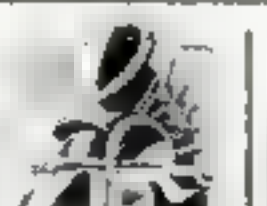
MOTORS & V-BELT DRIVES



BLOWERS AND COMPRESSORS



ENGINES AND CONDENSERS



CENTRIFUGAL PUMPS



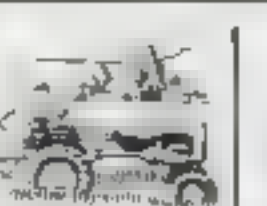
FLOUR AND SAW MILL EQUIPMENT



CHEMICAL PROCESS EQUIPMENT



CRUSHING, CEMENT & MINING MACHINERY



POWER FARMING MACHINERY



INDUSTRIAL TRACTORS & ROAD MACHINERY



# ALLIS-CHALMERS

SUPPLYING THE WORLD'S LARGEST LINE OF MAJOR INDUSTRIAL EQUIPMENT





## AN OPEN LETTER TO CONGRESS

Gentlemen:

We fellows in the entertainment business can't compete with that big free show you're putting on. You're getting more laughs than we are—and we don't like it.

For years, we didn't complain about your seersucker suits, Bronco Billy hats and Buster Brown collars—though the burlesque branch of our industry wasn't happy about it. For years, we didn't bother asking you to join an actors' union, and even Petrillo let you get away with tooting your own horns. We even kept mum when you rang in a cutie like Claire Luce on us. But enough is enough.

Now that you've gone in for double talk, standing on your heads and making funny noises, high-diving into the pork barrel, and sawing the Statue of Liberty in half, we must, as rival showmen, protest. We can't stand off the three-ring circus being given for free on Capitol Hill.

You boys are taking the caviar right out of our mouths.

Do you remember the story about the little man who sold frankfurters outside J. Pierpont Morgan's office? When a friend tried to touch him for five dollars, he said: "Nothing doing. I have an agreement with Mr. Morgan: he don't sell hot dogs and I don't lend money."

And so, get off the stage, boys... and give some honest clowns, tootsies and yoddlers a chance to divert the public. Otherwise, you may find Sliding Billy Watson picketing your Congressional Halls.

## DEAR O.P.A.:-

In our business, we can ignore that old black market as long as you don't ration That Old Black Magic!

We think John Q. Public will continue buying the musical medicine we peddle as long as you don't put a ceiling on the following ingredients:-

- 1 GOOD LOOKING CAMS
- 2 BEDROOM EYES
- 3 LACE PANTS
- 4 The RIGHT TO BULGE in the RIGHT PLACES
- 5 A HOT TRUMPET
- 6 THE BELLY LAUGH
- 7 THE RIGHT TO CHEER

We couldn't continue if we had to give up points for these good points.

Surely you're not interested in these commodities (except after office hours).

Affectionately Yours,

**BILLY ROSE'S  
DIAMOND HORSESHOE**

In The Hotel Paramount • 46TH ST. WEST OF B'WAY • Circle 8-6500

Two Shows Nightly—At 8 and 12

Staged by JOHN MURRAY ANDERSON

EXCELLENT FOOD

MODERATE PRICES

SENSIBLY AIR-CONDITIONED



Robby "Tables" Davis provides Horseshoe's biggest thrill. Here he performs a spectacular leap over row of seated chorus girls. He also tap dances while holding

two tables and four chairs between his teeth. Below: Anna Mae (foreground) is 6 ft., 1 in. tall. At the right is Vivien Fox, ballerina who is featured at the show.



Diamond Horseshoe ads like one above appear each Tuesday in New York's *Daily News*. Written by Rose, who is lyricist for the show's score, they urbanely ridicule the show, Congress, night-club columnists, etc.





**Billy Banks**, featured vocalist, holds down desirable next-to-closing spot. In line with Rose's policy of giving public familiar things, Banks sings a medley of nostalgic tunes.



**Herman Hyde**, a longtime favorite with the Horseshoe's clientele, plays trick musical instruments. The Dalmatian is not a trick dog. Rose does not like performers who make their living off amuses.



**"Four Freedoms"** total 1,217 pounds. The current show, *Post-War Preview*, opens with a scene called "Night of Unconditional Surrender" but is mostly comedy, legs and thrills.



**The United Nations leaders**, as simulated by face masks, participate briefly. Fact that the masks have no eye slits causes the quartet to feel their way along the stage with almost ludicrous caution.



# A New World...

...is Being Born in  
America's Petroleum  
Laboratories!

FOOD AND SUPPLIES for our invading armies, dropped from planes into the ocean—are washed ashore—opened—found unspoiled!

CANNON,ashed to ships' decks plunge through salty seas—arrive unruined.

SUPER WAR & CARGO PLANEsthat couldn't leave the ground on former aviation fuels—now soar across oceans daily!

These modern miracles are in part

the result of new and better petroleum products discovered by Society-Vacuum research laboratories.

They help to produce and protect billions of dollars worth of war materials today—*think of it this way: without these new petroleum products, production of our supplies and services is impossible!*

100 octane aviation gasoline—for example—the fuel to fly those super planes—is only the forerunner of even greater fuels for the peacetime

"dream cars" and "air liners" to come! Researchers under the Sign of the Flying Red Horse will even predict *how far your octane may go.*

Better food, clothing, medicine, new machines, better crops—every drop of crude oil is a storehouse of hidden treasure and petroleum research is the key that will open it for all to share!

SOCIETY-VACUUM OIL CO., INC., and Affiliates, Magnolia Petroleum Co., General Petroleum Corp. of California.



## Mobilgas

TUNE IN RAYMOND GRAM SWING — Blue Network  
Coast-to-Coast, 10 P.M., E.W.T., Mon. Tues. Wed. Thurs.

### In Peace or War— The Sign of Friendly Service Serves America Well!



Enjoy the rum with that rare *mountain flavor*...



Ron MERITO

THE PUERTO RICAN MOUNTAIN RUM



The most important part of any rum recipe:

**"MAKE IT WITH MERITO"**



**MOUNTAIN COOLER**  
Juice of  $\frac{1}{2}$  lemon, 1 jigger RON MERITO (Gold Label). Serve in highball glass with ice, and fill with club soda. Stir.



**DAIQUIRI**  
Juice of  $\frac{1}{2}$  green lime,  $\frac{1}{2}$  teaspoon sugar, 1 jigger RON MERITO (White Label). Shake well in cracked ice.



**RUM HIGHBALL**  
1 jigger RON MERITO (Gold Label). Serve in highball glass with ice. Fill with sparkling water or ginger ale.



**CUBA LIBRE**  
1 jigger RON MERITO (Gold Label or White Label). Serve in highball glass with ice, and fill with cola drink.

Available in Gold Label and White Label • 86 Proof

For the peak of pleasure in a rum drink — you *must* try RON MERITO, famous "mountain rum" from Puerto Rico. Favored by folks who take special delight in mixing wonderful rum drinks, this taste sensation from the tropics gives you a combination of rare flavor, exotic fragrance and delicious smoothness not found in any other rum. It's *mountain distilling* that does it! RON MERITO is made high up in the mountains of Puerto Rico, where the climate and crystal-clear mountain water are ideal for producing perfect rum. There is nothing tastier than a correctly made rum drink — and there is no *better-tasting* rum drink than one made with RON MERITO! Treat yourself and your friends to RON MERITO—today.

Write for free recipe booklet. P.O. Box 12, Wall St. Station, N.Y.

National Distillers Products Corporation, New York, N. Y.





7 QUARTER HORSE FOAL AND DAM. ALREADY FOAL SHOWS THE SHORT LEGS, BURLY FOREARMS AND DEEP, MUSCULAR CHEST WHICH MARK THE STRAIN OF THE QUARTER HORSE



Silverlone, 8-year-old Quarter Horse stud at Wichita Falls, Texas, ranch of R. L. Underwood, leaves the breeding corral. He has sired 72 foals. For more on Silverlone, see the next page.

# QUARTER HORSE

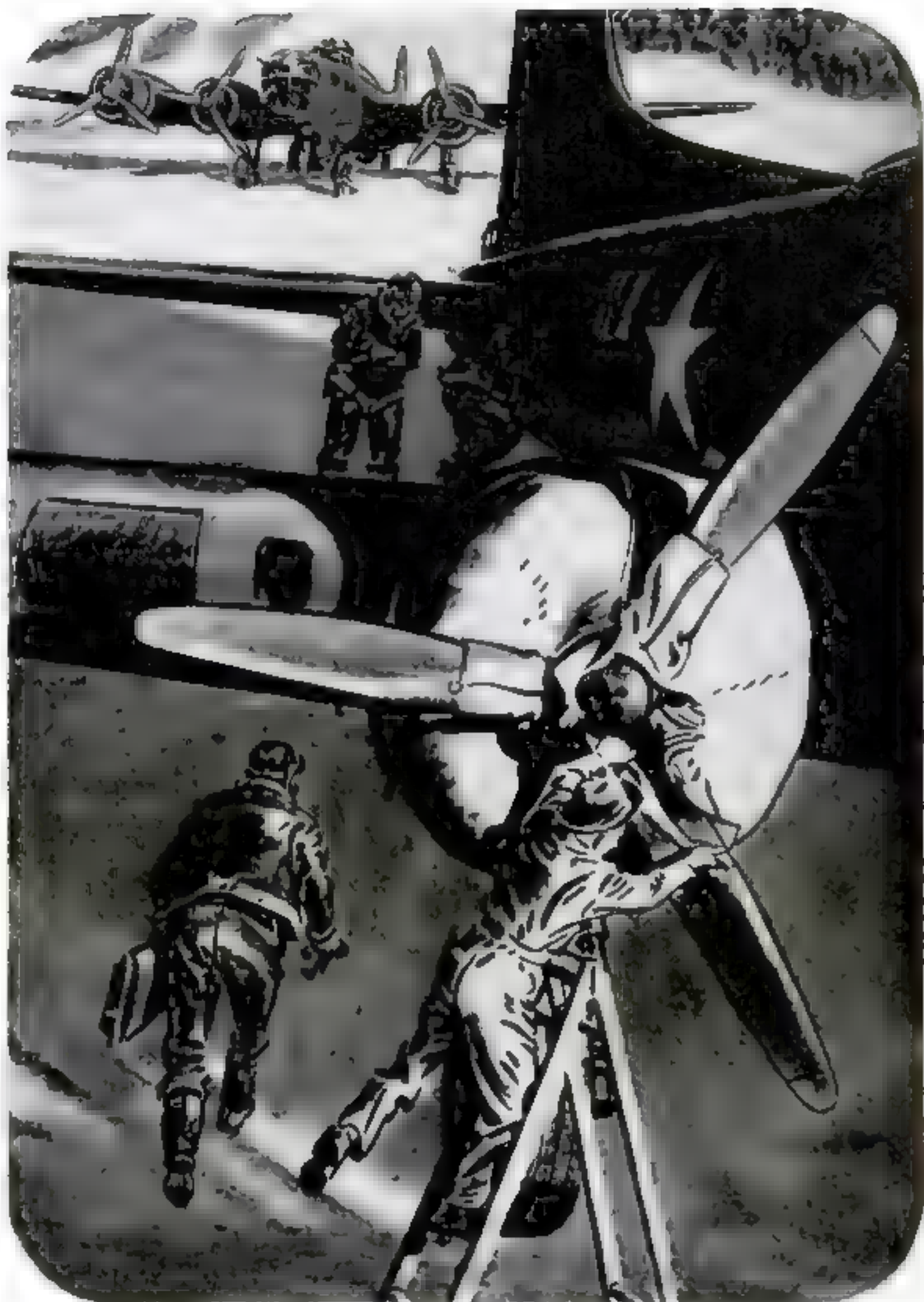
Sturdy Texas strain is finest of range cattle ponies

When man adapts himself to new environments, he sometimes finds it necessary to adapt his friend the horse as well. Early range cattlemen, for instance, had to develop the agile and intelligent cattle pony to handle their herds. And the summation of cattle pony breeding is the Quarter Horse, named for his ancestor bred by Virginians in Colonial times to run short races of a quarter mile or less.

The modern Quarter Horse is still the fastest in the world for short distances. He is stocky and powerful, with massively muscled legs which enable him to start, stop and turn faster than the shiftest steer. Although he rarely stands more than 15 hands (5 ft.), he often weighs more than 1,200 pounds. But despite his bulk the Quarter Horse is handsome and graceful. He has an unusual head, with small alert ears and a great muscular jaw. His body is short and heavy, yet he is as light on his feet as a ballet dancer.

Today most Quarter Horse breeding is being done in the state of Texas, where his strain has been crossed with Spanish cattle-pony stock. His instinctive knowledge of the behavior of cattle, called "cow sense" by the cattlemen, and his fine physical qualities bring fancy prices. A yearling Quarter Horse costs about \$500, a 2-year-old, \$650. A mature and fully trained Quarter Horse runs \$1,000 and up.





## No Place for a Strip Tease!

When the enemy's coming and you've got to get upstairs in a matter of minutes—engine covers must be stripped off fast.

That's why, today, millions of Crown Zippers are at the fighting fronts—not only on engine covers but on covers for guns and half-tracks—covers that fit more snugly to give more protection. They're used on life-saving suits, too, sleeping bags and scores of other types of military equipment.

With Crown Zippers military equipment can be gotten into action in a fraction of the time it would take with other fasteners.

For Crown Zippers—unlike the ordinary type of zipper—are die-cast. That means they can be made bigger and sturdier, made to zip in arcs and circles, made to work faster and smoother under all sorts of conditions.

## CROWN ZIPPER

Division of the Spool Cotton Company  
745 Fifth Avenue, New York, N. Y.

Crown was the first of the zipper manufacturers to convert completely to war. Its engineers have worked closely with Air Corps, Ordnance and Quartermaster officers to give our armed forces the best.

Today, Crown Zippers are doing jobs zippers never did before. Tomorrow, when victory is in the bag—and the bag has been zippered shut for all time—Crown Zippers will be back, better than ever and used in ways that will make your eyes pop!

### A Military Secret

*that shatters all previous concepts of zipper design*

Certain uses for which an amazing new Crown Zipper was designed cannot be told—but it can be mentioned that this new zipper is the greatest improvement ever made in zipper design. It's double acting. It's practically indestructible. It can't lock "open." It goes around corners and curves. It won't be available till victory. When you see it, you'll cheer!

## Quarter Horse (continued)



A fine specimen of the Quarter Horse strain, Silvertone has a heavily muscled body, small ears and a bulging jaw. His Palomino coloring makes him a sought-after stud.



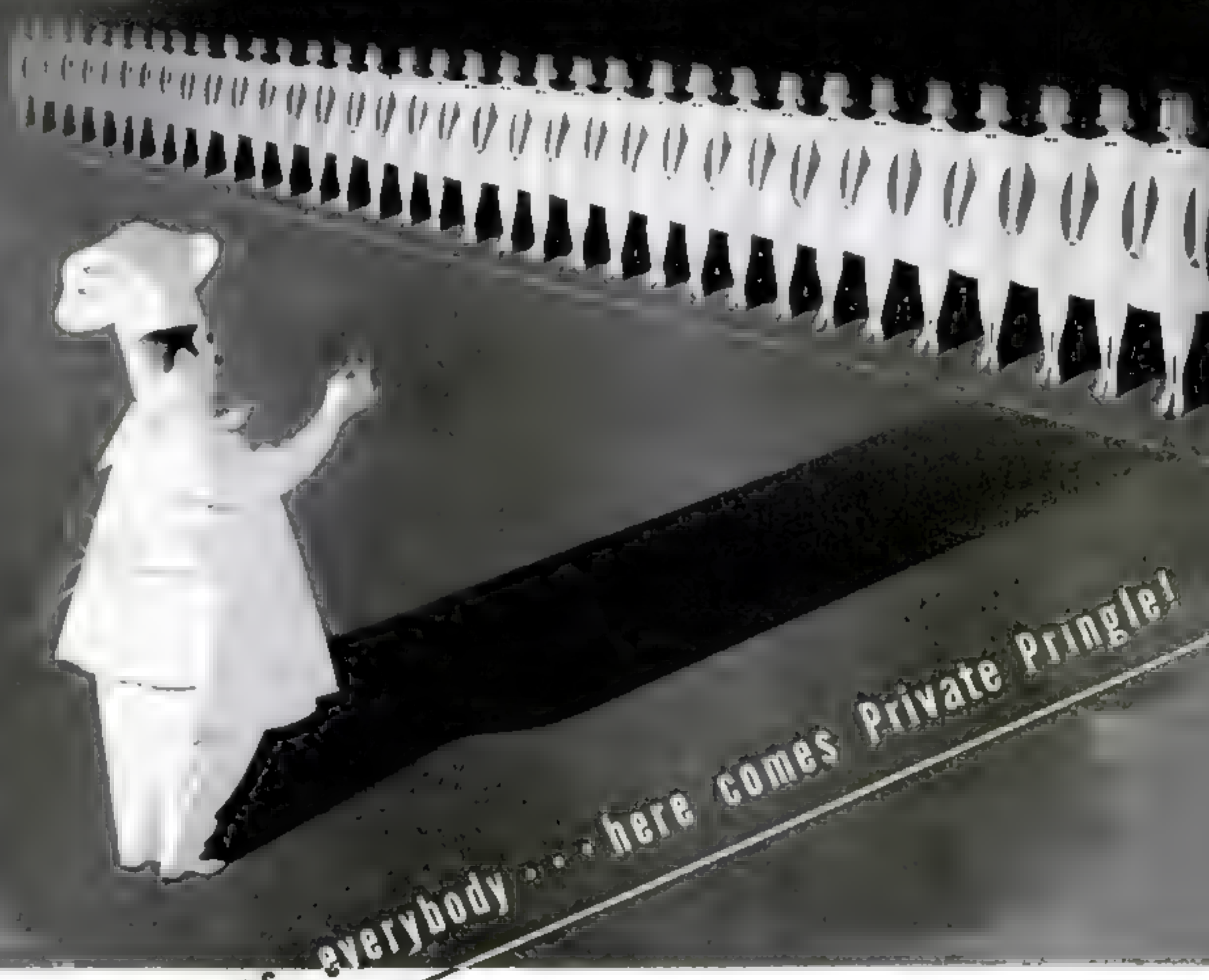
Stopping short after the rider ropes calf, Silvertone shows his power and perfect balance. The Quarter Horse has low center of gravity which makes stops like these easy.



Massively muscled thighs and forearms of the Quarter Horse give him great speed for short distances, power to maneuver quickly in cutting running steers out of a herd.

CONTINUED ON PAGE 22





Copyright 1943, Fred Harvey, Chicago

On your toes, everybody... here comes Private Pringle!

These days Private Pringle is the most important customer we have. The hungriest, too. He and his fellow members of the U. S. armed forces eat tens of thousands of meals *every day* in Fred Harvey restaurants, hotels and dining cars. And all this, of course, is in addition to our tremendously increased war-time civilian patronage.

Our 6000 employees—some of whom have worked with the Harvey family through three generations—enjoy serving Private Pringle. He deserves the best... and gets it. We know you agree that's the way it should be.

We are grateful that Private Pringle is so overwhelmingly numerous—but with trained personnel so very scarce, food rationing so severe, our great regret is we cannot always give our civilian patrons the old-time Fred Harvey service. Sometimes we can't even serve civilian patrons a meal.

Fred Harvey hospitality, like a lot of other good things, may be temporarily lacking. Thank you for understanding why and being so patient and good-humored about it. When this war is won we promise you again the Fred Harvey service you have learned to expect.



**TAKE YOUR PEN** and write a cheering, newsy letter today to that boy or girl in service—so eager to hear from home. You'll be doing a world of good—with such small effort!

★ ★ ★ ★

More than 900 of our men and women employees have joined Private Pringle in the various branches of U. S. armed forces.



*Fred Harvey*

RESTAURANTS • SHOPS • HOTELS • DINING CARS

3000 MILES OF HOSPITALITY—FROM CLEVELAND TO THE PACIFIC COAST







# Human power made Superhuman by *"THE INVISIBLE CREW"*

SUPERHUMAN range of sight and hearing... superhuman precision in the remote control of tremendous power... that's what Bendix gives to the U. S. fighting man, on land and sea and in the air! It's "The Invisible Crew"... mechanical and electronic supermen that serve to magnify the powers of man, and to protect him against human error.

No human hand could ever contrive, in a power-driven plane, the instant and delicate fuel adjustment which "STROMBERG" Aircraft Carburetors... automatically make. No human vision could peer through fog and into distant space where the Bendix "Lead-Seeing Eye" now penetrates. No cunning mind

could ever attain the precise perception of speed, direction and stratospheric height so unerringly registered by the "PIONEER" instruments... "The Invisible Crew"

In ships, tanks and planes, these Invisible Crewmen now fight beside our boys... untiringly. Like an endless army, they stream forth day and night from 25 great Bendix plants... products of the Bendix engineering mind and of the men that serve it... and Bendix works. And with our boys too "The Invisible Crew" will be coming back... to serve them in a higher, better world.



## SOME FAMOUS MEMBERS OF THE INVISIBLE CREW

"PIONEER"—Aircraft Flight and Navigation Instruments, Remote Indicating Systems and other Aircraft Equipment

"BENDIX" RADIO—Aircraft Equipment for Navigation Detection, Communication, Direction Finding, and Radio Compasses.

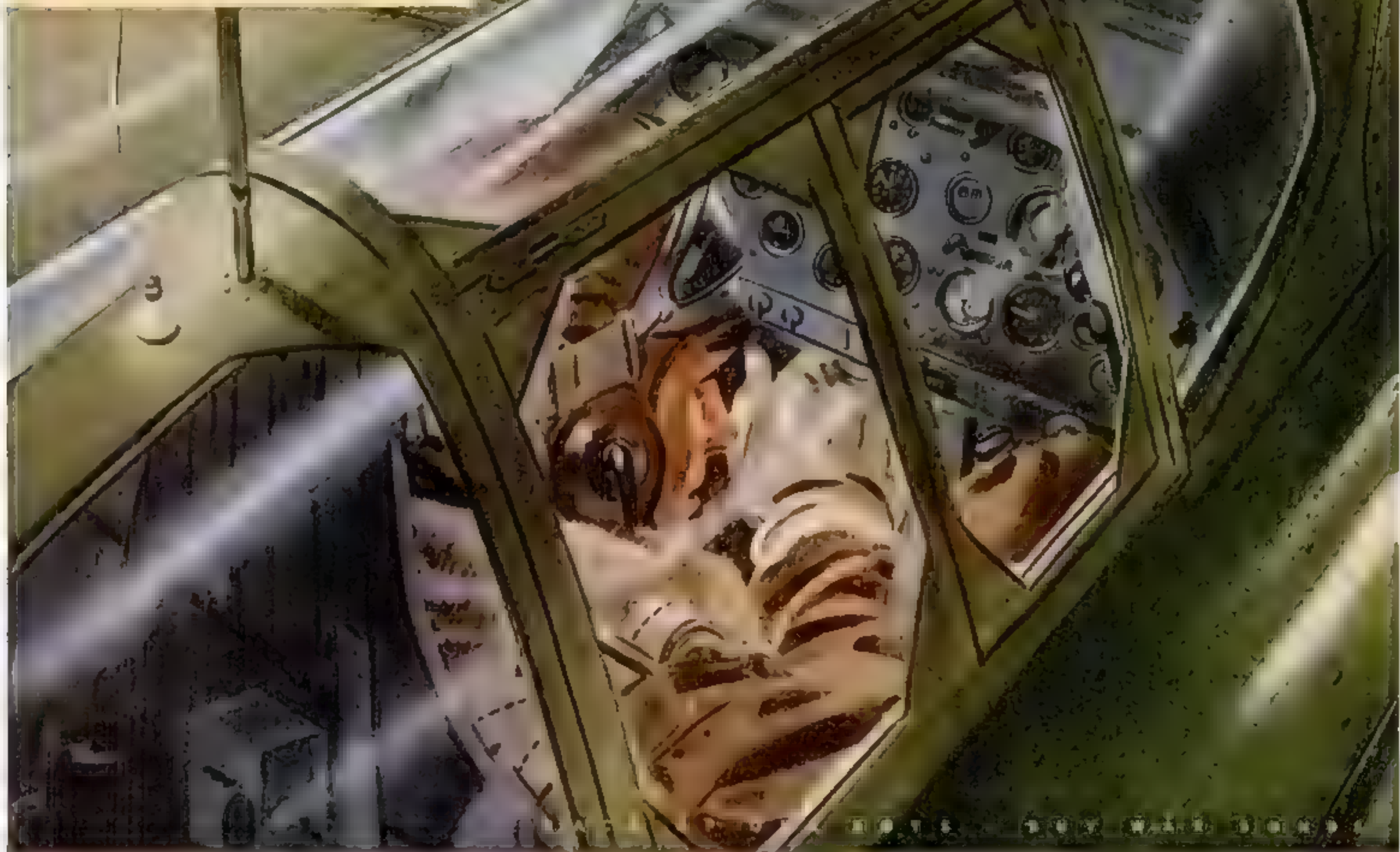
"STROMBERG"—fully automatic, non-icing Aircraft Injection Carburetors... the standard of the industry.

"SCINTILLA"—Aircraft Magneto and Ignition Systems.

"BENDIX" AUTOMOTIVE PRODUCTS—Vacuum and Hydraulic Controls, "STROMBERG" Automotive Carburetors, Aircraft Gun Turrets, Aircraft Landing Gear, Wheels and Brakes.

"ECLIPSE" AVIATION—Aircraft Starters, Generators, Superchargers, De-icers and Operational Auxiliaries.

"PRIZE"—Meteorological and Flight Recording Instruments.







Soon you'll see this charming star in Paramount's epic of the nurses on Bataan, "SO PROUDLY WE HAIL."

"COULD ANY GIRL STOP WISHING?" says *Paulette Goddard*

"Though our war work keeps us busy every minute, there's hardly a girl who isn't planning ahead... for the home we all dream of... with fine rugs, gleaming glass, and silverware."

"And now's the time to start getting the things we wish for... by putting every penny we can spare into War Bonds. For we help ourselves as we help our Government. You see, the money we lay aside now will make our wishes come true after the war."

Like all the other lovely 1847 Rogers Bros. silverplate patterns, "First Love," shown here, cannot be bought now. The craftsmen who made it are now making war weapons. But after the war, these craftsmen will make this distinguished silverplate with the rich ornamentation usually seen only in sterling. Buy War Bonds now.

Buy 1847 Rogers Bros. after the war. International Silver Company, Meriden, Connecticut.

**1847 ROGERS BROS.**

*Americas Finest Silverplate...*





MR. SWANSON TACKLES BROKEN PANE. WITH KNIFE HE REMOVES BROKEN GLASS AND GLAZIER'S POINTS (BELOW, CENTER), SCRAPES OFF OLD PUTTY. SON ROBERT WATCHES

# HOW TO FIX IT

## HOME OWNERS ALL OVER U.S. LEARN TO MAKE OWN REPAIRS

**M**r. and Mrs. Charles Swanson of East Williston, Long Island, are capable putterers. Necessity has made them so. About three years ago they moved from an apartment in New York City to their home on Long Island. For a while, when minor crises like a broken window pane or a leaky faucet arose, they called a local glazier or plumber and in due time repairs were made. Gradually professional handymen grew scarcer. Thereupon Mr. Swanson bought some tools, started fixing things by the hit-or-miss method. Mrs. Swanson, on the other hand, who admittedly

knew nothing about household repairs, attended classes at Nassau County Home Bureau and learned how.

All over the U. S. many thousands of women and some men are going back to school to learn how to be their own handyman. Courses are given through the A.W.V.S., YWCA, universities and U. S. Extension Service. More than 2,000 counties have courses maintained by Federal, State and county funds. Courses are free but most homemakers contribute \$1 to \$2 a year. Each county group decides which courses will interest most members in any season. It then applies

to the U. S. Department of Agriculture Extension Service for trained teachers. Since the courses give so much for so little those taking them assume the moral obligation to pass on to others what they have learned. Many become local leaders and organize neighborhood "how to do it" groups.

Mrs. Swanson is one of thousands of local leaders (see page 95). From neighbor to neighbor expert advice of government and private agencies is disseminated. On these pages Mr. and Mrs. Swanson show LIFE readers some of the things they have learned.

**Pane of glass** (called a "light"), cut to fit, is put in the groove all around window sash. The glass should fit snugly without forcing.

**Glazier's points** (zinc triangles, 10¢ a box), about two to a side, are driven into the wood as close to window pane as possible

**Roll of putty** is pressed around edges of pane with fingers or a putty knife. Paint to prevent cracking.







**Sloppy nail-driving** produces these results. Hammer swung from too high may miss nail, bang onto wood, scar it (1, 2).

When hand holding hammer is below or above level of nail head, nail goes crooked (3, 4). Nail at right is well driven.

## HINTS ON HOW TO USE BASIC TOOLS

**F**or simple home emergency repairs a few basic tools is all the equipment needed. Amateurs should invest in the best available. It takes great skill to do even passable work with poor tools. Minimum equipment includes a claw hammer, several screw drivers of different widths, a cross-cut saw, brace and various sizes of bits or drills, a monkey wrench for bolts, a pipe wrench, a one-inch chisel and a pair of pliers. Rust and misuse are the two great enemies of tools. To prevent rust, metal surfaces should be smeared with a few drops of light machine oil, then rubbed dry before putting away. To prevent misuse never use tools for jobs for which they were not intended.

On these pages are shown the rules for using simple tools. When job calls for hammer and nails remember to 1) hold and swing hammer correctly so nail will be driven straight; 2) choose nails of the right kind, length and size. A good general rule is to use screws or nails long enough to extend halfway through the second of two boards being joined. When using a saw, draw a line where the cut should go. Keep your eye on the line.



To start nail support it at the bottom with one hand. Hit head a few times with short, square blows from hammer.



Swing hammer up in an arc as above. For straight driving, hand holding the hammer must stay level with nail head.



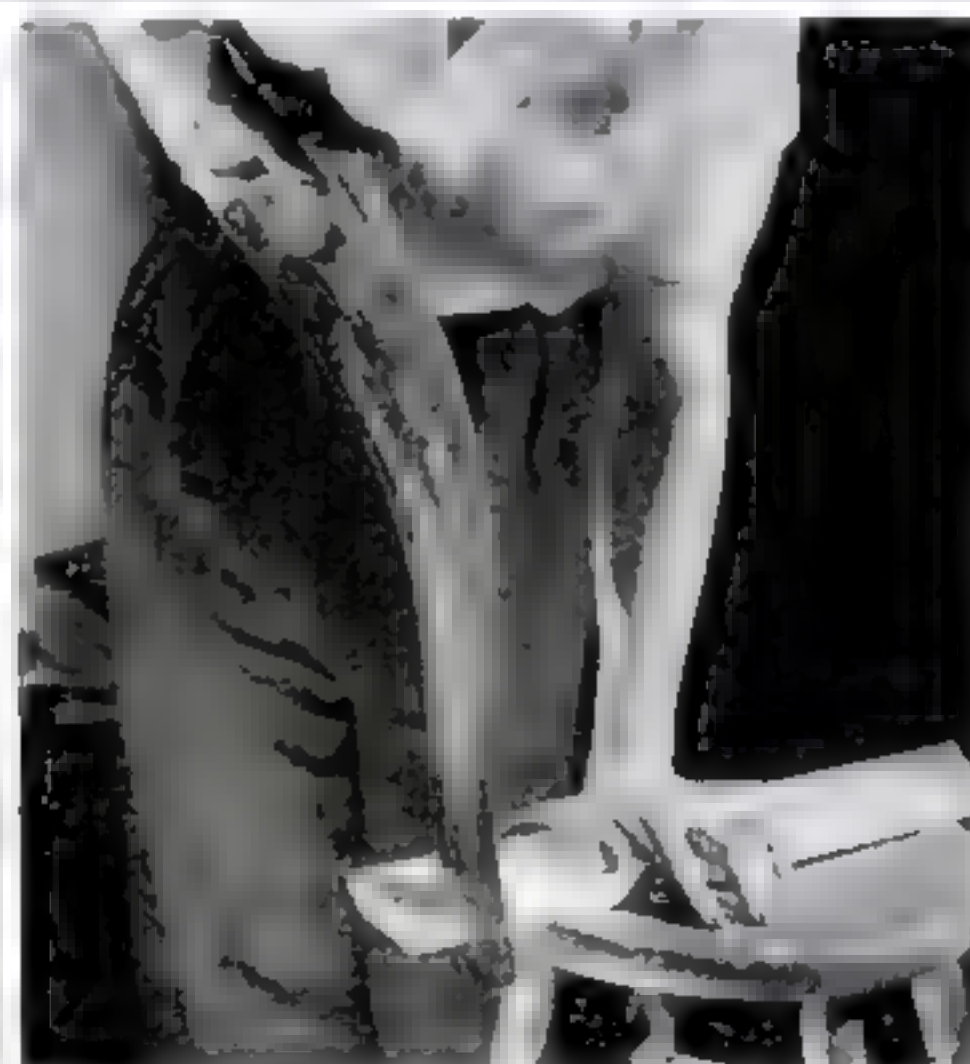
Weight of hammer head, swinging down, is force enough for driving in nail. Blows should be regular, unhurried.



Rules for sawing are 1) mark line to be cut; 2) hold saw with teeth at 45° angle to wood; 3) use long, easy strokes.



To start draw saw up with a few short strokes until first cut is made. Guide saw at start with knuckle of thumb.

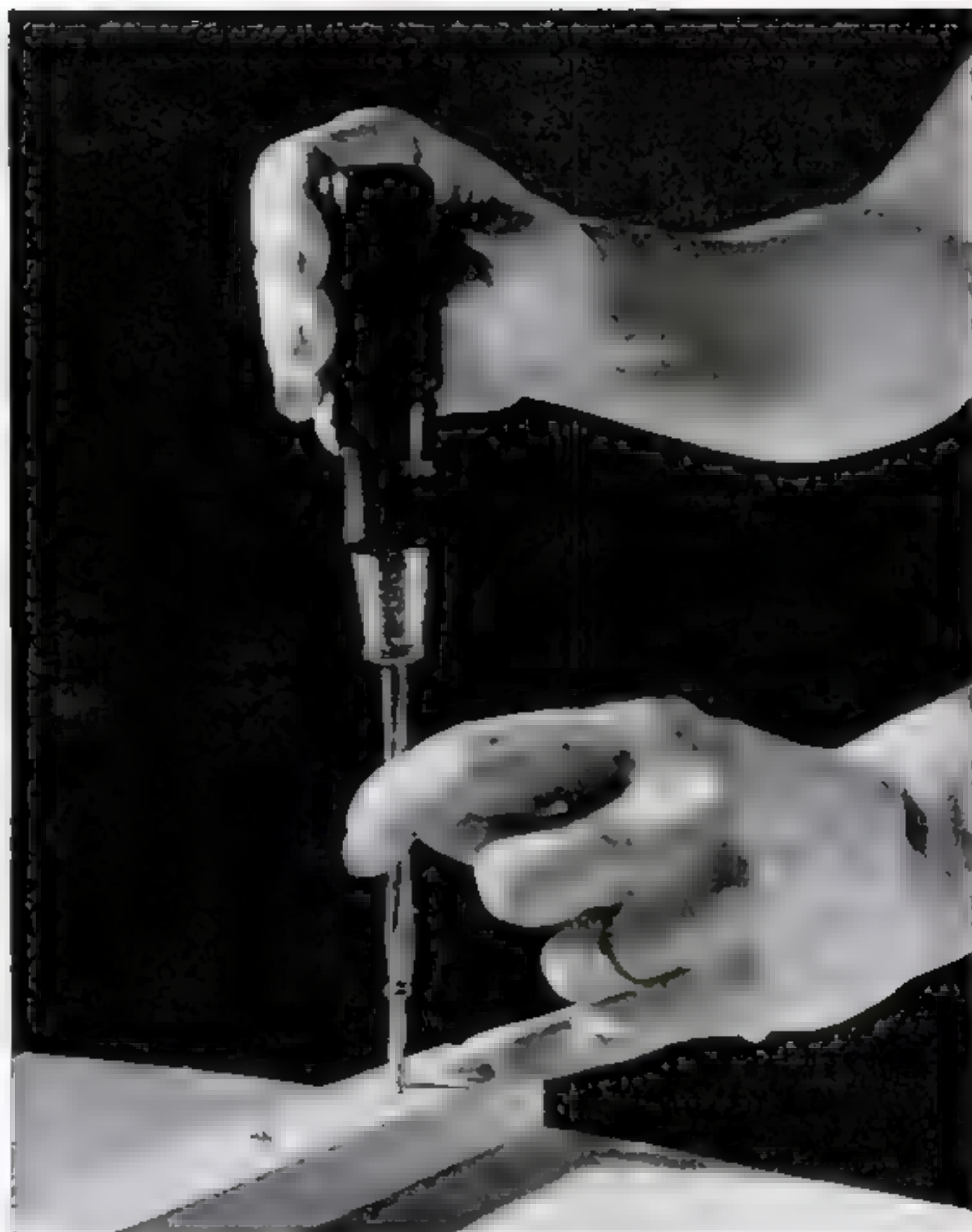


If saw bends, rub soap on teeth and use less pushing force. Sharp teeth of saw do the cutting, not sawer's strength.





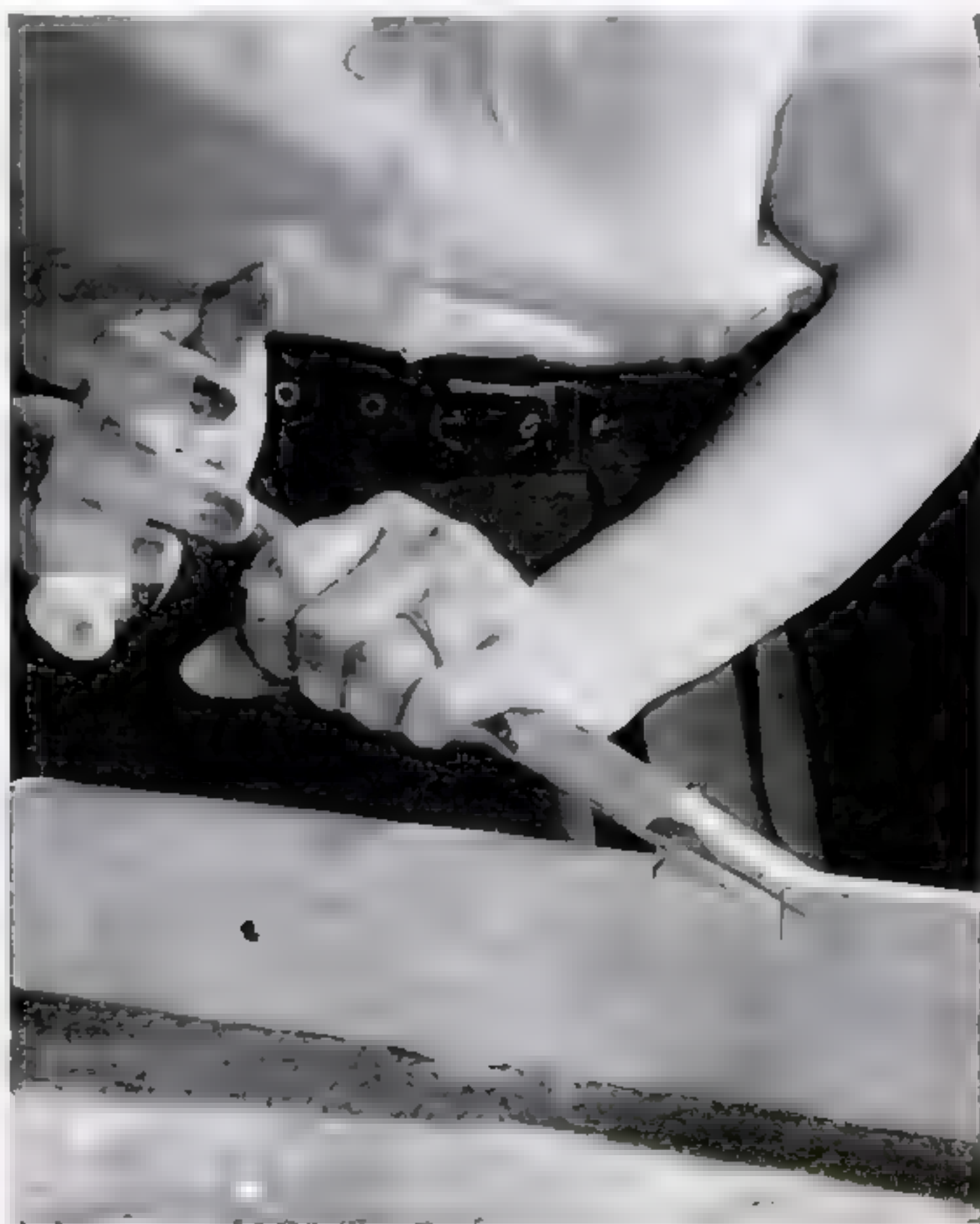
**Brace and bit** is used for boring holes. To bore a vertical hole hold brace and bit at right angle to the surface of the wood. Bear down lightly on upper handle and turn crank handle clockwise.



**To set screw in place** use a screwdriver which fits exactly into the slot of the screw. At start hold as above to keep end from slipping. Screw should go down to end without undue forcing.



**Monkey wrench** is used for tightening and loosening bolts. The open end of the jaws should face in the direction in which the bolt is being turned. Here is the correct way to loosen a bolt.



**A wood chisel** is used to chip off bits of wood. Drive chisel with palm of hand or wooden mallet. Never chisel with one hand in front holding the work. Chisels are sharp, and will cut to slip.





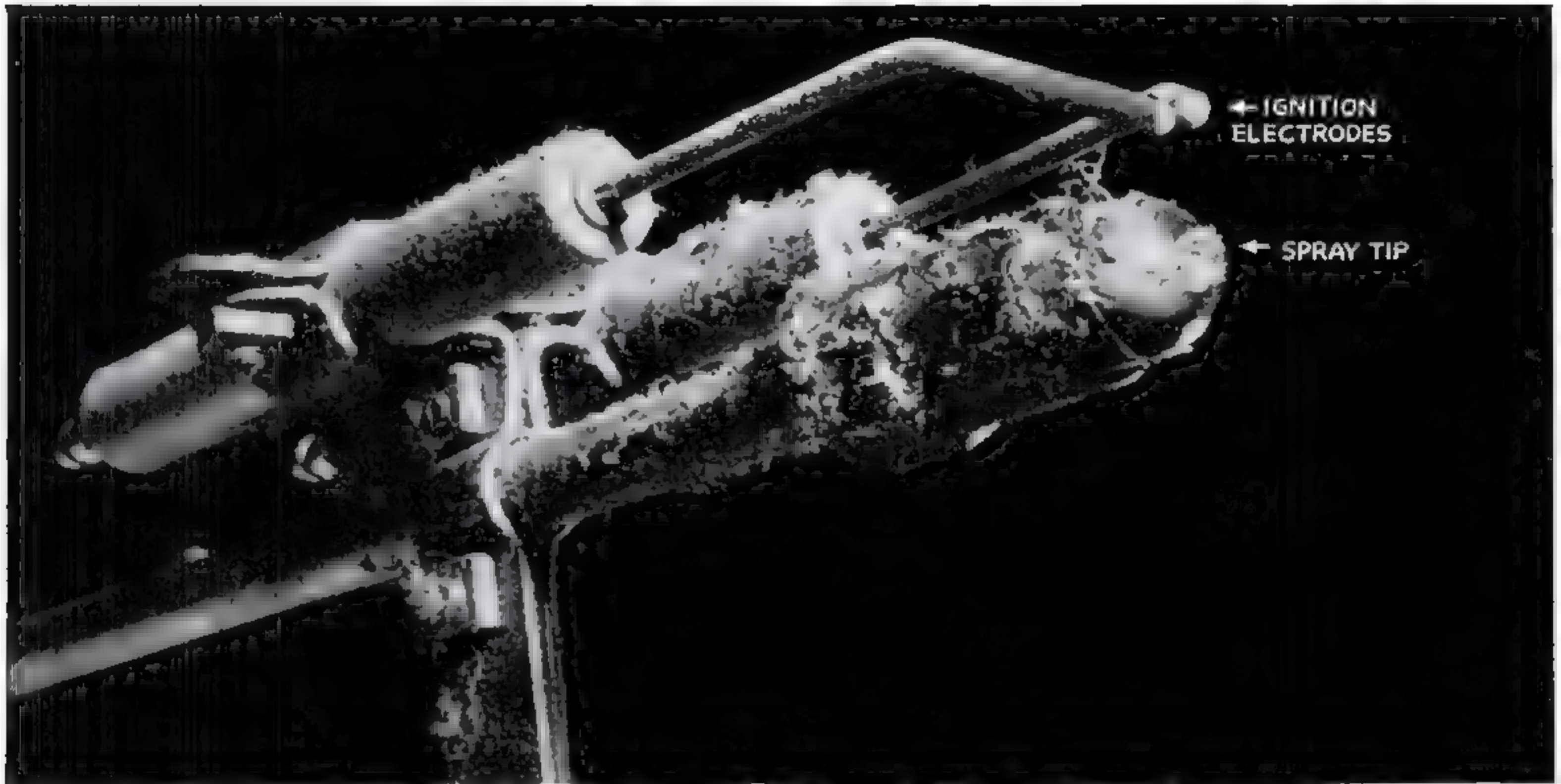
MR. SWANSON IS CLEANING OIL-BURNER NOZZLE. PIECE IN HAND FITS INTO NOZZLE TIP. HE IS BLOWING ON IT TO MAKE SURE NO SPECK OF DIRT REMAINS BEFORE REASSEMBLING

## **CLEAN, BUT DO NOT TINKER, AN OIL BURNER**

An oil burner is a delicate, complicated mechanism. He who tinkers with it does so at his own risk. Mr. Swanson went to work on his burner and the results were fine but Mr. Swanson limited himself to two simple cleaning jobs. The two parts of an oil burner which need cleaning are the strainers through which the oil is pumped, and the nozzle through which the oil is sprayed into the combustion chamber. No matter how pure a grade of oil is used, it is bound to pick up dirt

from the tank and pipes. The strainers are there to filter it. When the strainers become clogged, the efficiency of the burner is impaired. From the strainers the oil is pumped at great pressure into a small tube feeding a nozzle. This nozzle is similar to the tip of a perfume atomizer. It breaks up the fuel oil into tiny particles and thus makes it readily combustible. When the spray tip gets dirty the spray is irregular. A fine, steady spray is essential for getting the most heat out of the fuel oil.





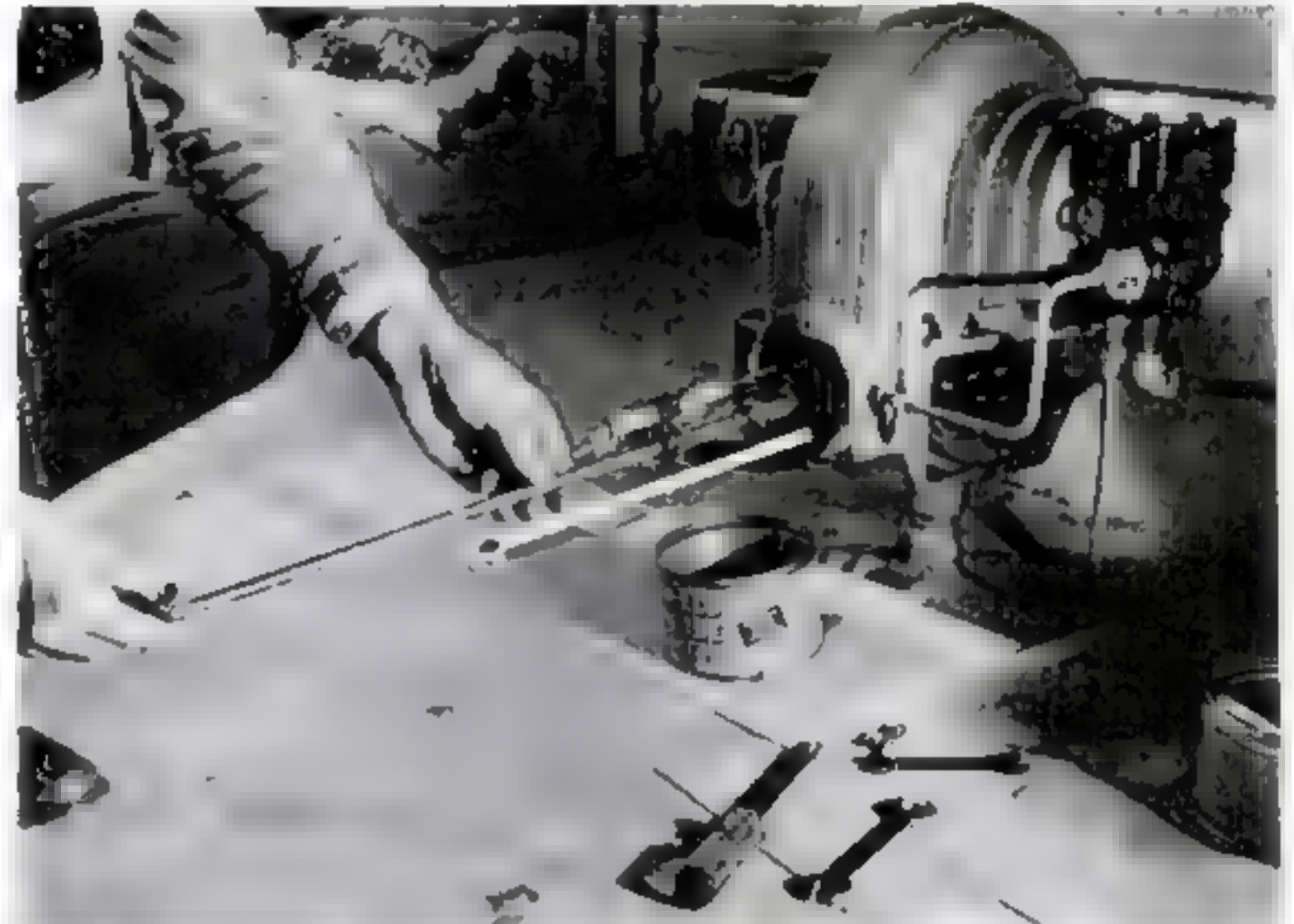
**This is the nozzle assembly.** Although it is encased in sealed lower section of unit (see right, below) it is dirty and grimy.

Note especially the condition of the spray tip. The assembly parts should be dipped in kerosene and then wiped off. The

ignition electrodes work like the spark plugs of an automobile. They produce the sparks which ignite the vaporized fuel oil.



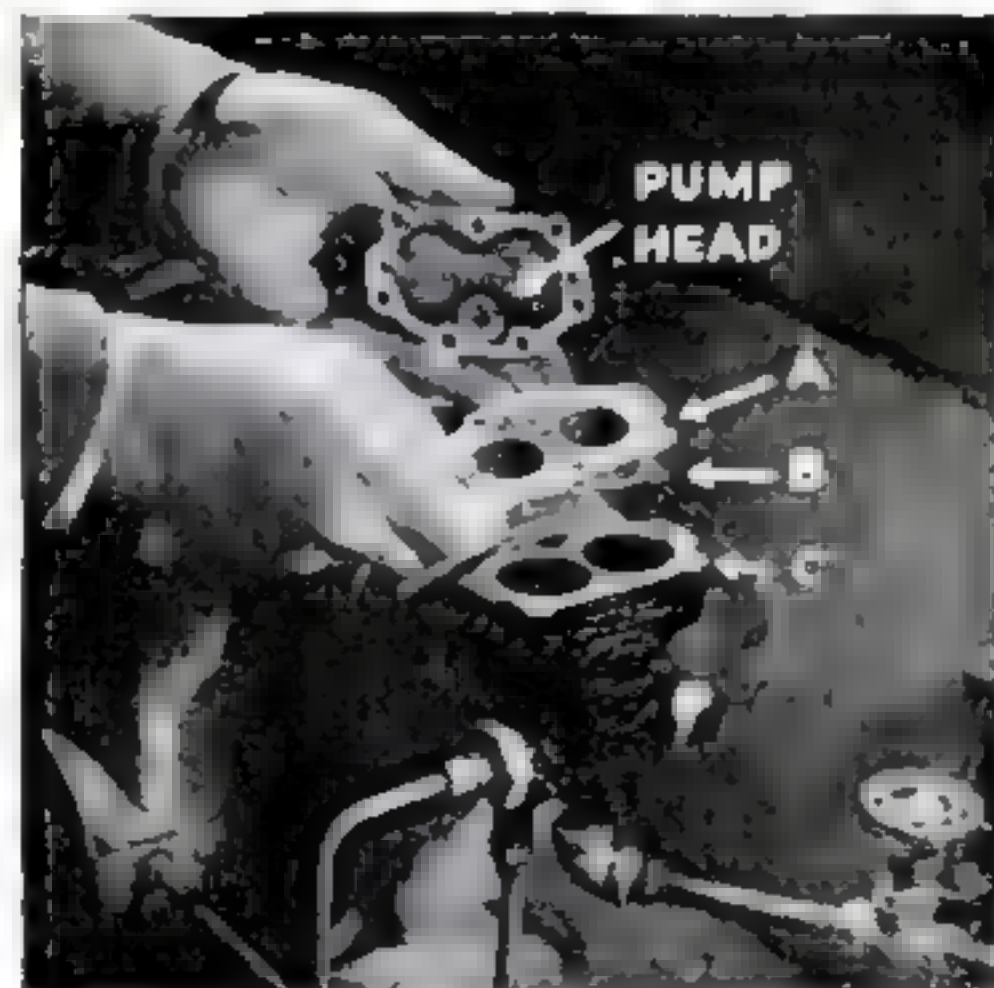
**To clean an oil burner** first turn off the main electric switch, then turn off the oil flow at valve (A). The strainers and the pump are in the section marked B. Nozzle assembly is in section C.



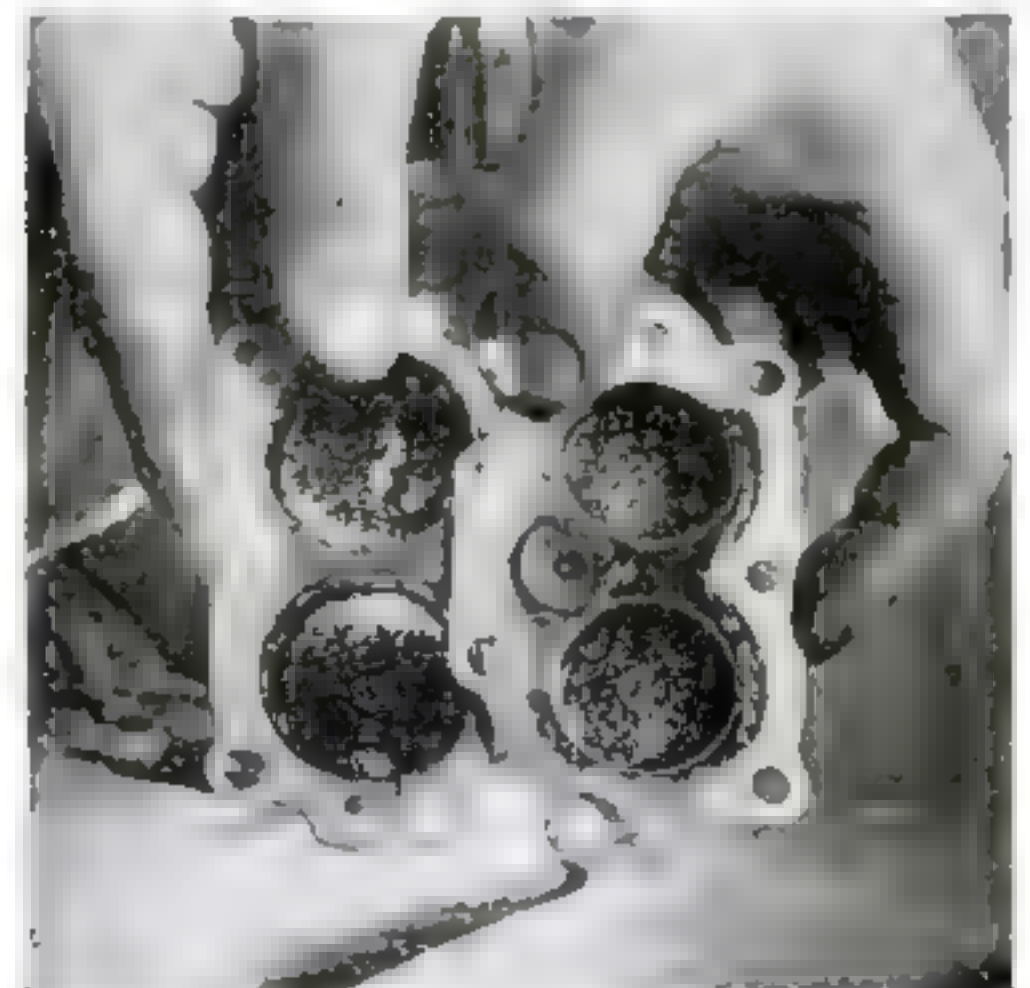
**To remove nozzle assembly** unscrew plate covering the opening. Close-up view of tip is shown above. Since oil spots are hard to remove from a cement floor, protect floor with newspapers.



**To clean strainers** ascertain (from a dealer or book) where they are located, then remove bolts that hold head in place.



**Lift out the strainers, A & C and the gasket B.** Do not tinker with any of the screws or parts of pump under the strainers.



**These grimy strainers** are cleaned by dipping them in clean kerosene and brushing. Then put back exactly as they were.



## HOW TO FIX IT (continued)

# ELECTRIC CORDS NEED CARE AND PROMPT REPAIRS

Electric cords are the life-line of most of the appliances and lights in a house. They should be treated with great care. New ones are hard to get as copper and rubber are needed to make them. Old ones should be examined periodically and mended as soon as the outer covering is worn thin. To prevent damage to cords never put them where they will be stepped on. Avoid sharp bending, don't pull a plug by the cord. When a

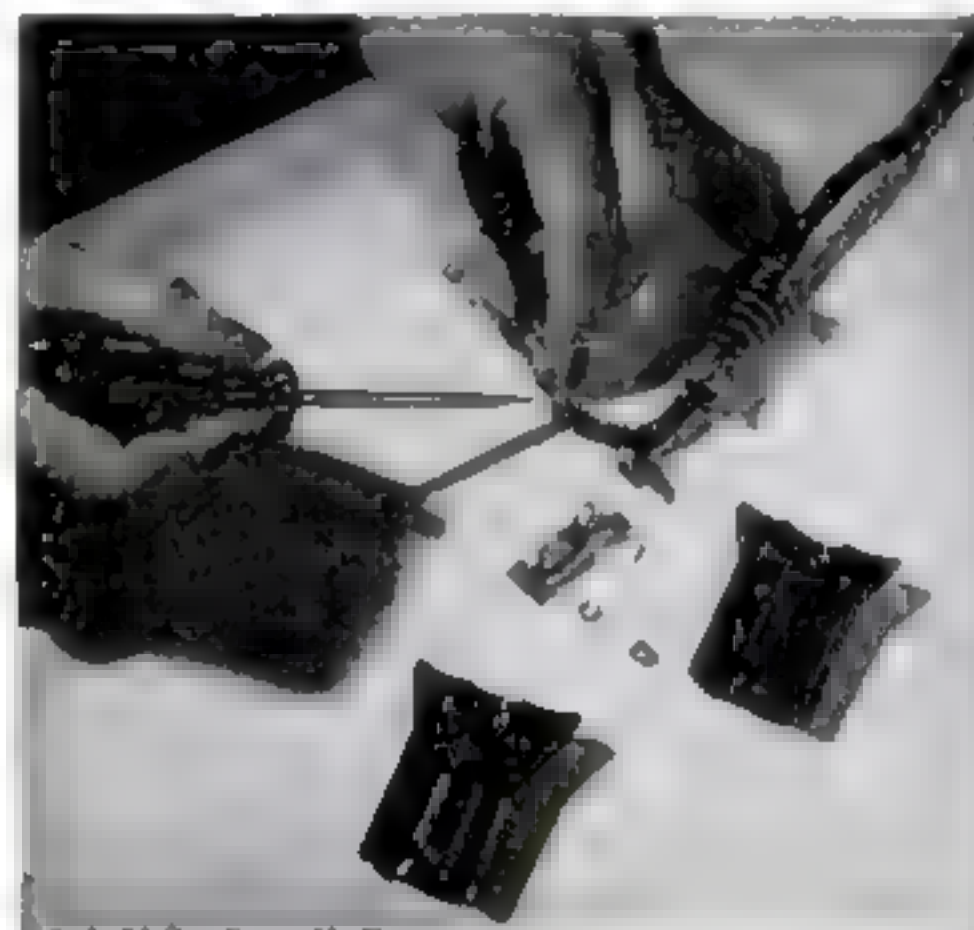
faulty lamp or an appliance blows out a fuse, trouble may be 1) in cord, 2) in plug, 3) in socket. Cord trouble arises when the insulation covering the copper wires wears out. Plug or socket trouble is due to exposed or broken wires inside the plug or socket. Pictures below show how to rewire an appliance plug and an outlet plug. Cord for heating appliances (top) must be asbestos insulated. Other cords may be rubber insulated.



Most heating appliance plugs look like one above, have two parts held together by two screws. Unscrew halves.



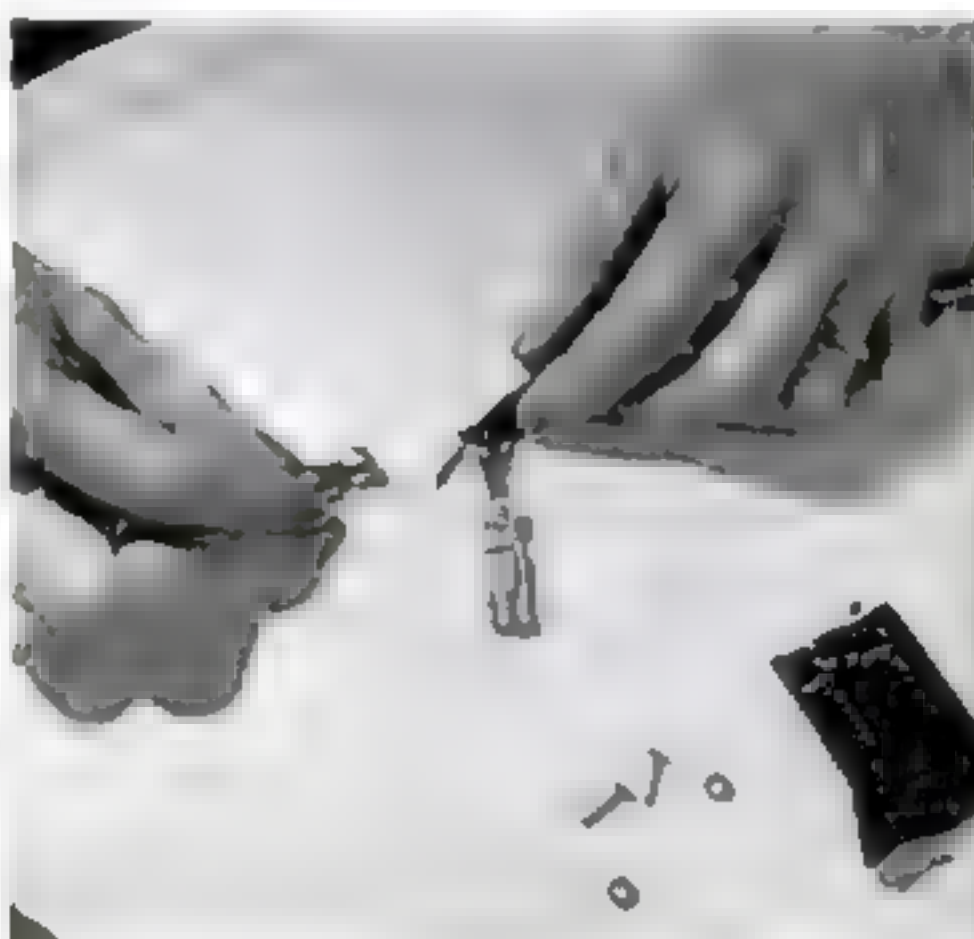
Frayed wire (see arrow above) causes trouble and must be replaced. The metal strips in plug are the contact sleeves.



Loosen the screws which hold the wire ends in place at the top of the contact sleeves. Remove all of the old wire.



Cut the cord down to where it is undamaged, then scrape the insulation until two even lengths of wire are exposed.



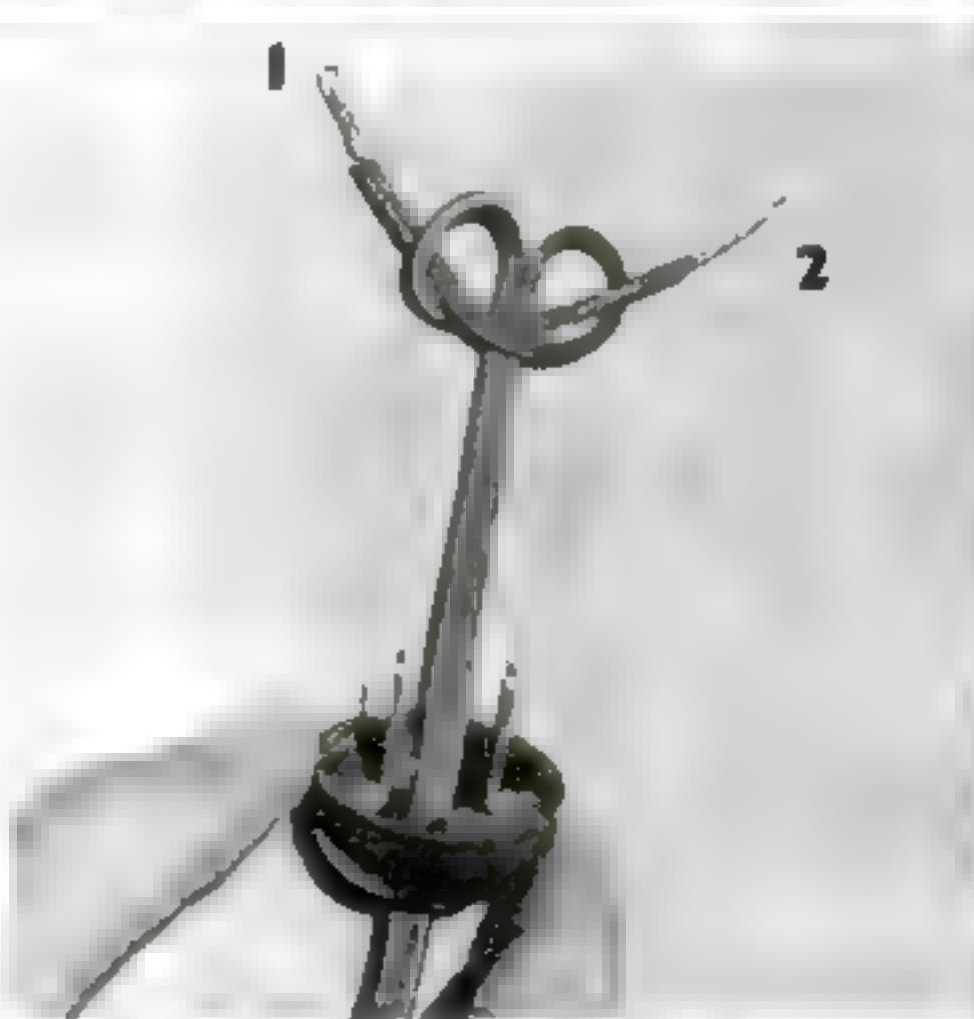
Twist the loose wire ends into two neat rope-like hooks, bent in the direction in which screw is turned to tighten.



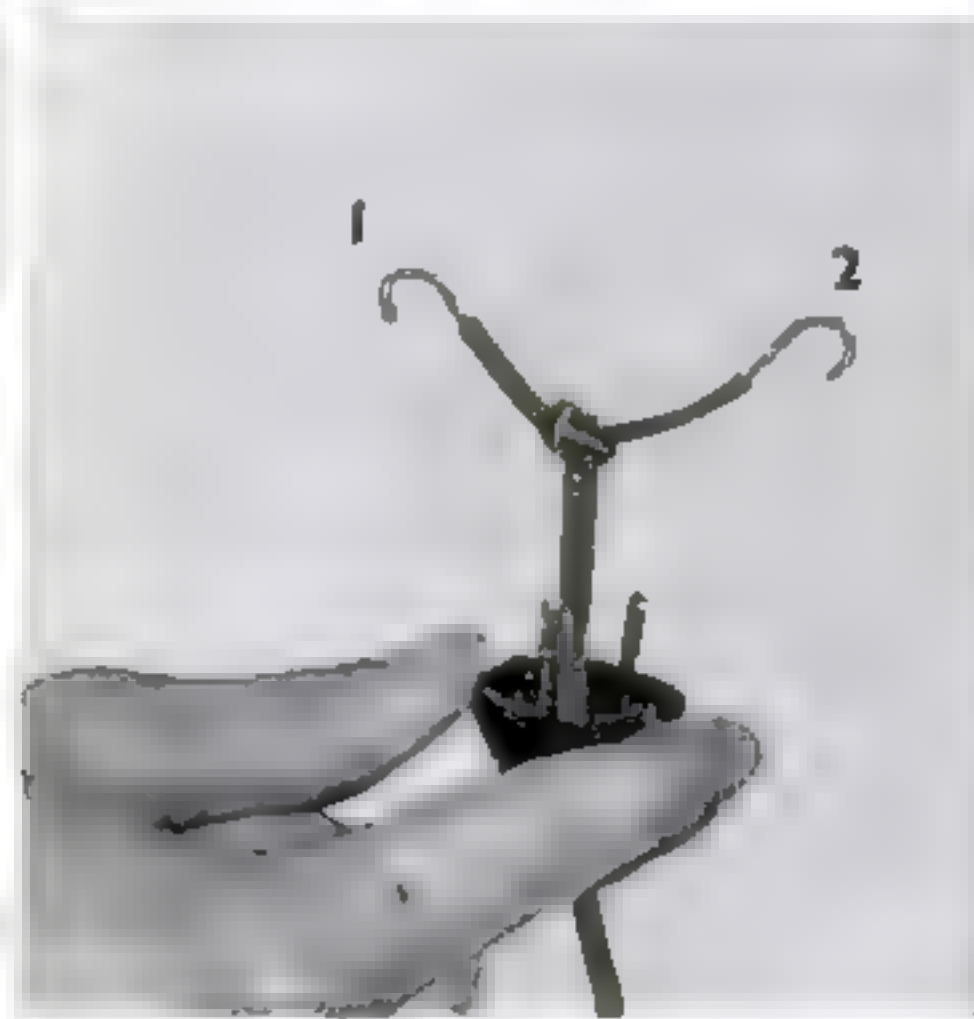
Place cord and contact sleeves flat in grooves in plug. Be careful that no bits of wire under the screws are exposed.



Underwriter's knot is approved fashion of fastening the ends of electric cord when rewiring a regular outlet plug.



Loop the ends as shown first in the photograph at the left. Then pull end No. 2 under and through the loop at right.



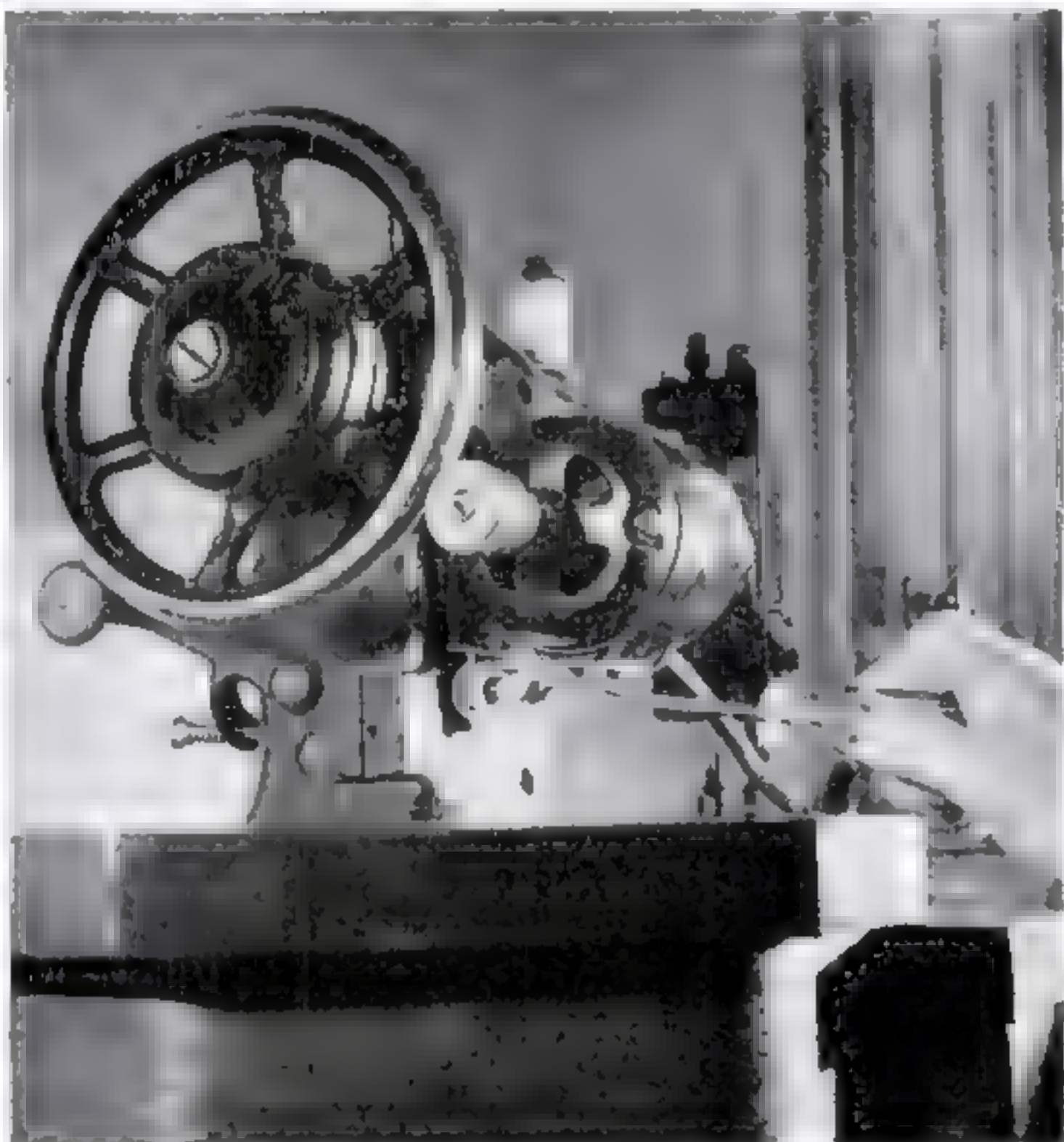
Pull ends to form a knot. When careless people yank cord to pull out a plug, the strain is on the knot inside the plug.



# HOW TO KEEP AN ELECTRIC MOTOR GOING

The small electric motor is a busy helper in the modern home. It runs the sewing machine, the mixing machine, the washing machine, the vacuum and the fans. With a little care motor will run almost indefinitely. It should be oiled or greased occasionally and sparingly. Too much oil is as bad as none. Oil or grease should be inserted only in the one small opening or receptacle provided for that purpose. Keep the motor dusted, and

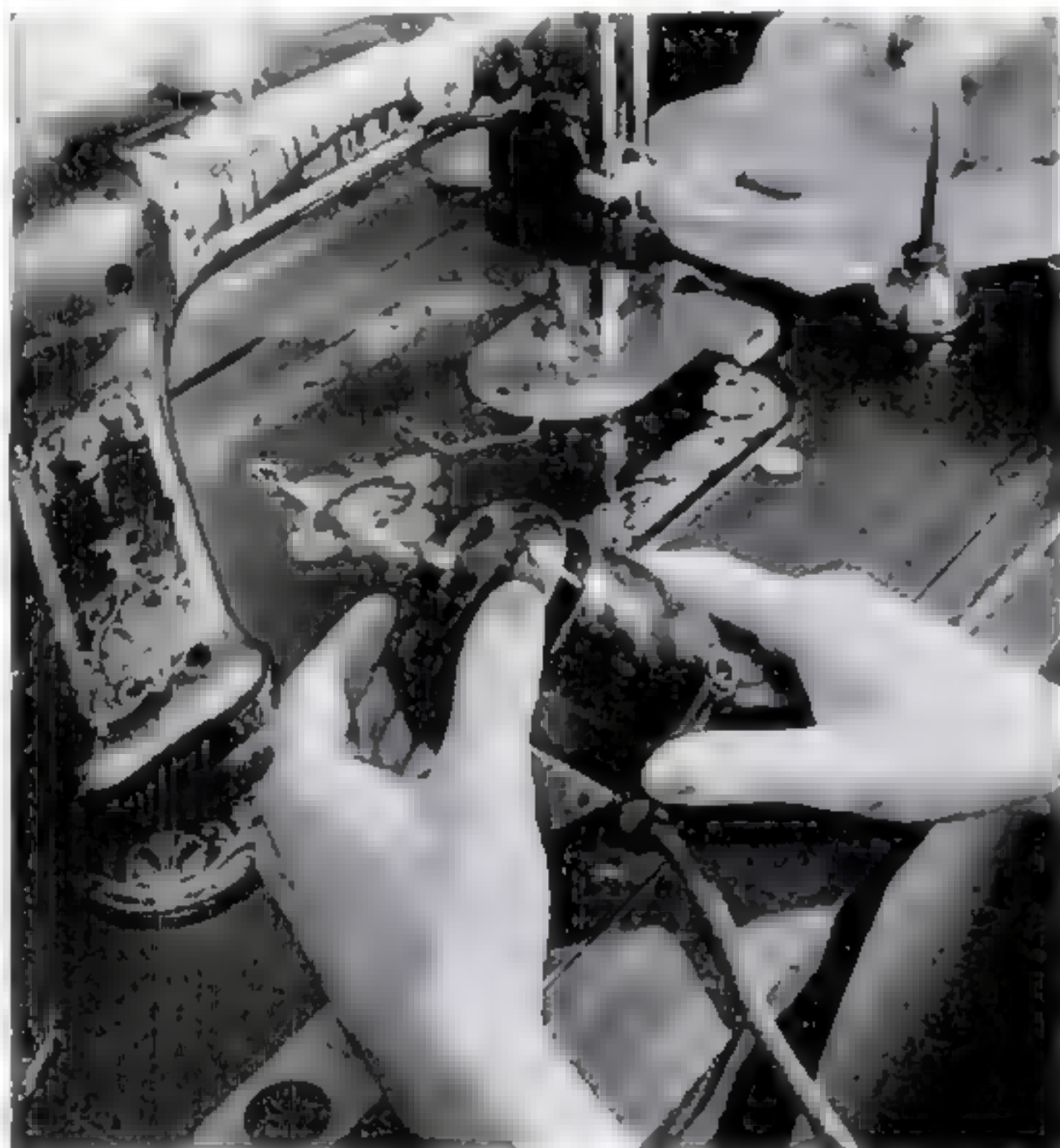
wipe off any water or grease spots. If a motor fails to function, the chances are that the carbon "brushes" are worn out or that the commutator bars are dirty. The "brushes" are two bits of carbon which make contact with the commutator bars. (See last picture below). The constant rubbing of the brushes against the bars wears them out. Whenever this happens the brushes must be changed. The pictures below show how to do it.



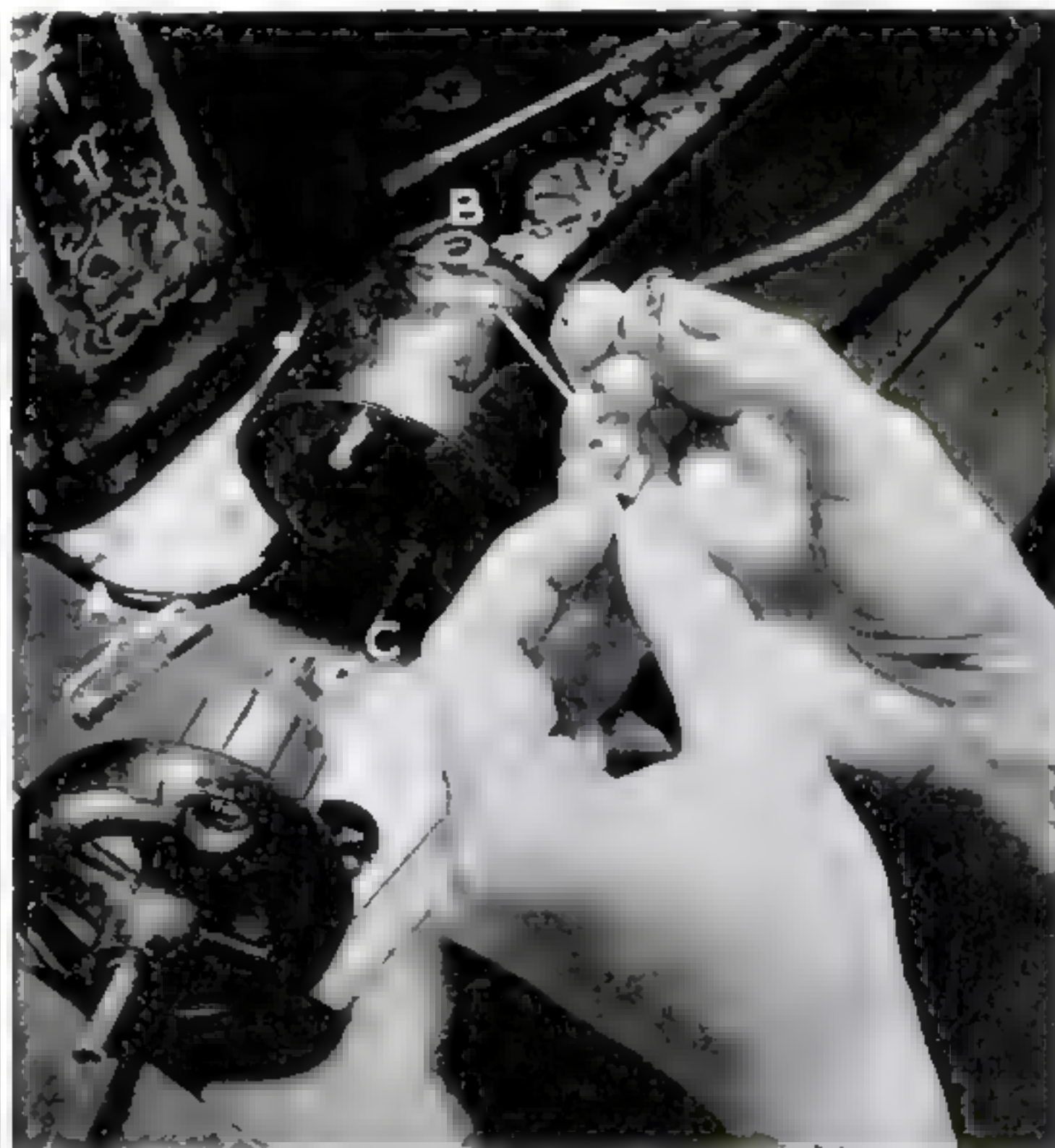
**To repair motor** it is usually advisable to detach it from whatever it is mounted on. To detach a sewing machine motor, remove the screws which fasten it to mounting brackets.



**Loosen the screws** which fasten the pulley to motor, then ease the pulley wheel off by prying. Next, take out the screws on the face plate (A) of the motor and brush screws (B).

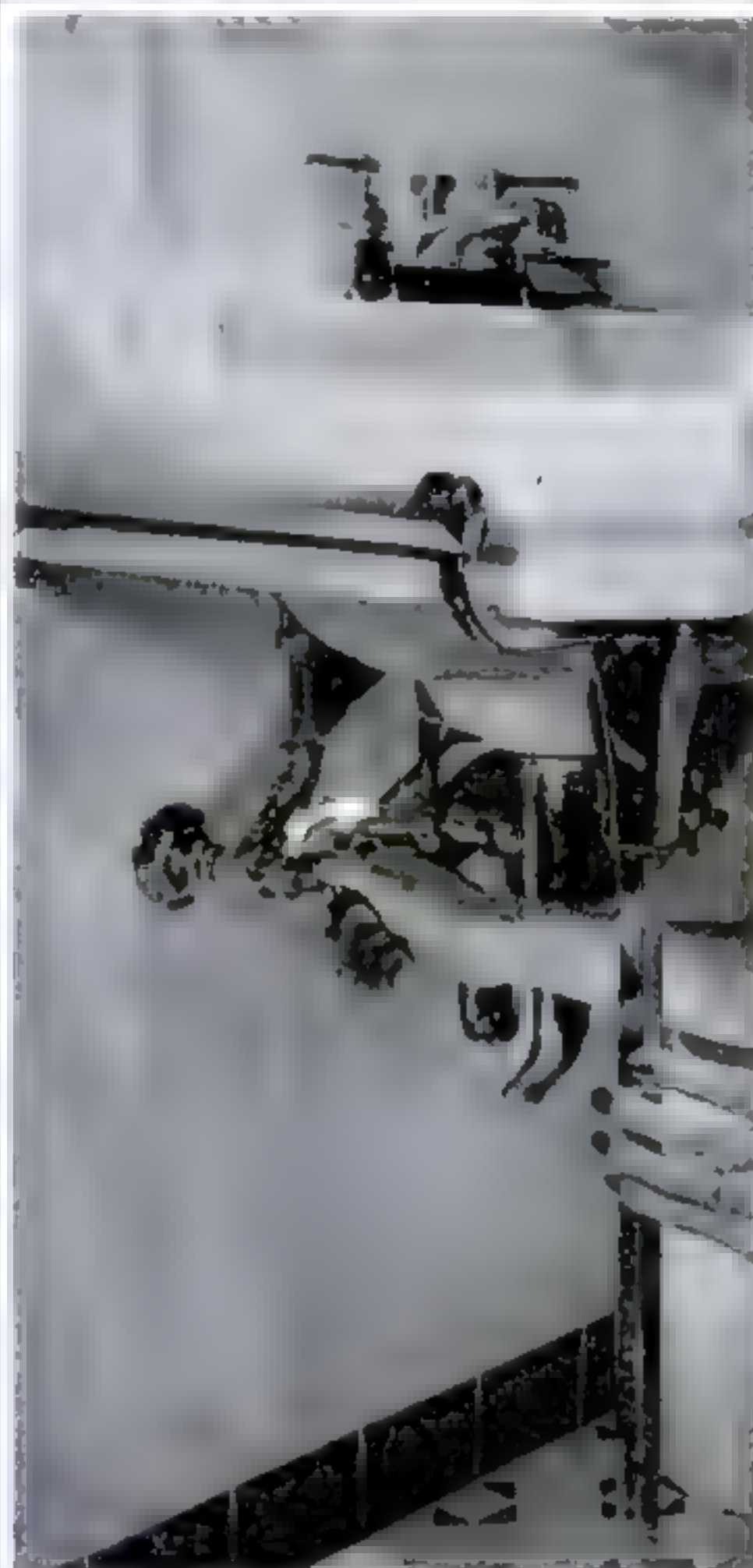


**Lift face plate.** The armature will come out with it (see the picture at right). Make identifying marks on the face plate and casing so that both pieces will be reassembled correctly.



**Brush unit (A)** consists of a screw, a spring, and a brush. Snap the new brush onto the spring, insert, brush down, at B and screw. Clean commutator bars (C) with emery cloth.

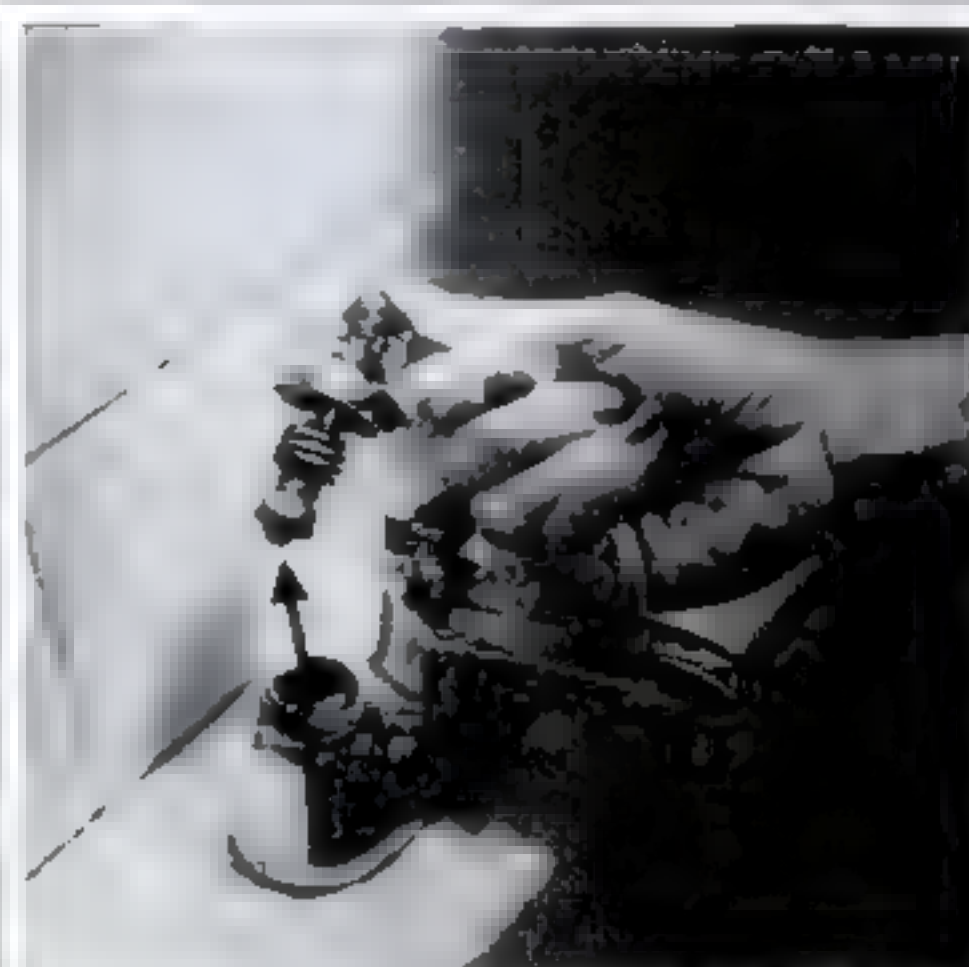




**Turn off water** before starting any plumbing repairs. If the sink has no cut-off under basin, turn water off in basement.



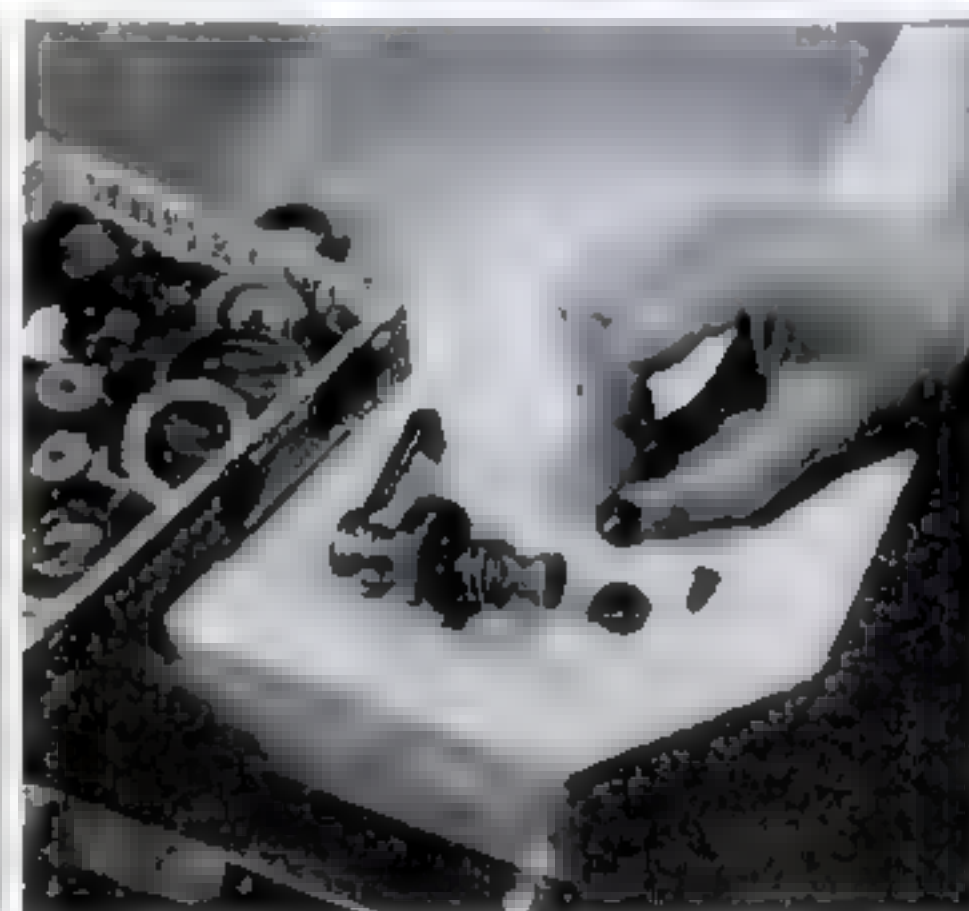
**To take a faucet apart**, clamp a monkey wrench around the cap nut (see above) and then loosen by turning as indicated.



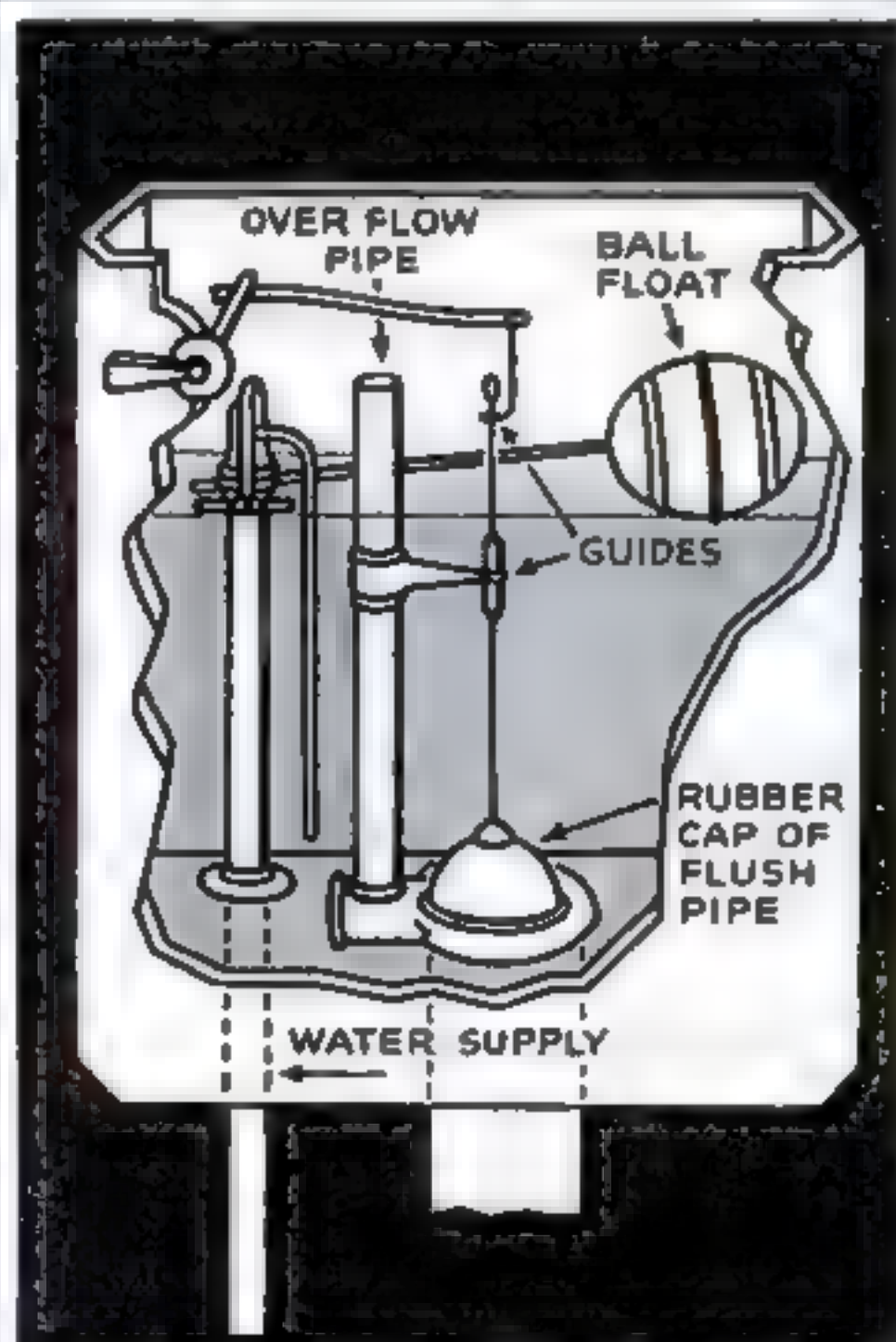
**This is the spindle.** Unscrew or lift it out of faucet. Washer is at spindle's end. When washer is worn out, faucet leaks.



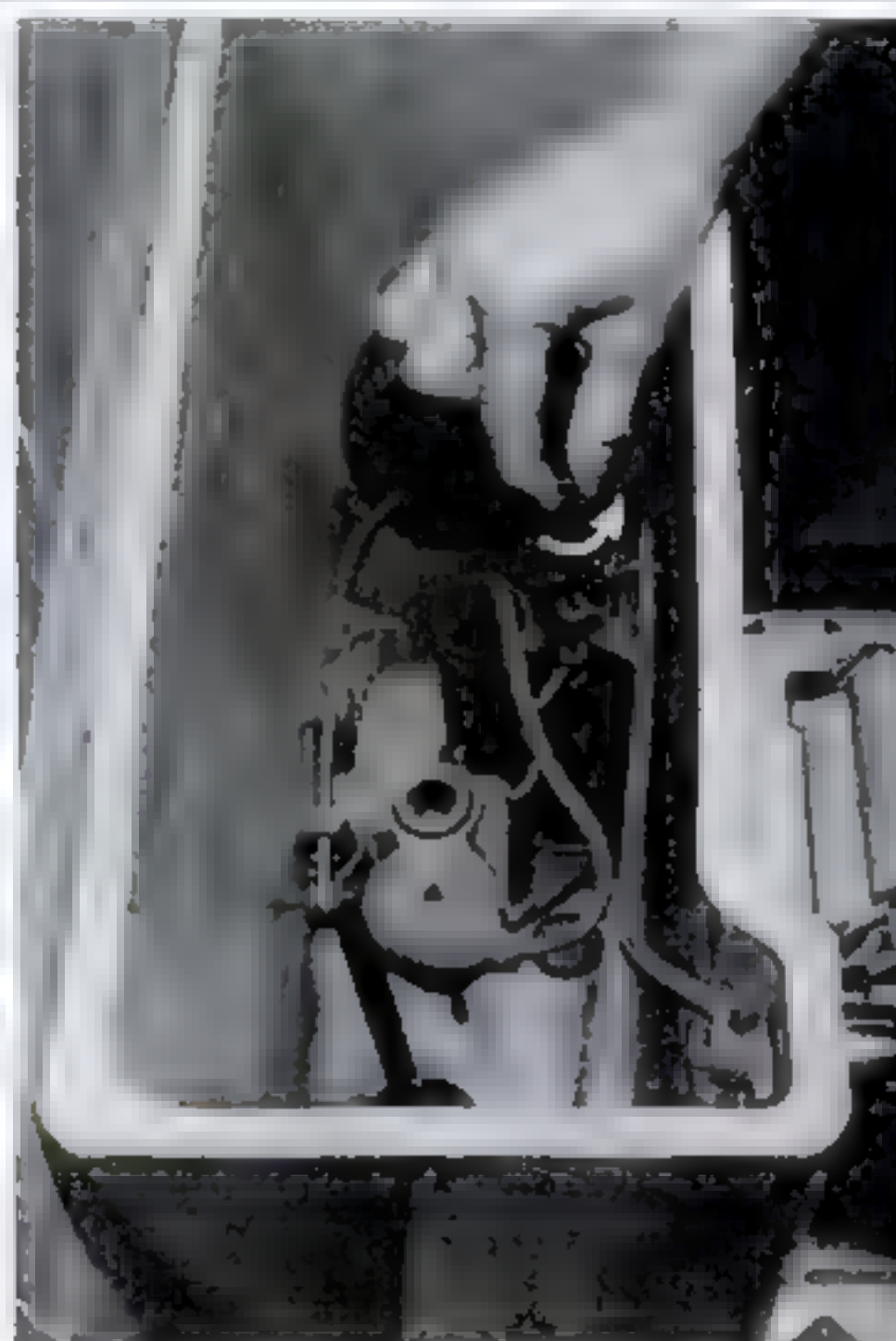
**Small screw** keeps washer in place. Remove the screw and faulty washer. If washer sticks, pry away with small knife.



**New washer** must be the same size and shape as old one. Screw the new washer into spindle and reassemble faucet.



**Toilet tank** will leak if the rubber cap (see above) is out of line with the flush pipe opening or if the cap is worn out.



**To remove cap**, unscrew with one hand the top of rod to which the cap is attached. With the other hand, hold cap.



**This is the cap.** When replacing it be sure rod goes through guides (see sketch) and cap completely covers the opening.





In Mrs. Swanson's basement members of the local East Wilston Home Bureau are fixing up their worn-out chairs. Ten of them meet once a week for six weeks. Mrs. Swanson (center, in plaid jacket) is their local leader. She makes no claim of

being a teacher. She learned how to repair the springs and webbing in a chair, how to re-upholster it and make slip covers at the County Home Bureau. Now she is passing on her knowledge to her neighbors. Here she is helping Mrs. Rice with the

webbing. At left, Mrs. Jones and behind her, Mrs. Erwin are pinning slip-covers. Mrs. Cox (seated) is putting a new seat cover on a straight-backed chair. The other ladies, the Mrs. DeLacy, Clark, Pringle and Tonjes, are all busy on slip covers.





The stars of the movie are Gary Cooper as Robert Jordan and Ingrid Bergman as Maria. In this scene, which takes place in a sleeping bag outside the guerrillas' cave, Maria speaks of her hap-

piness and pledges her love to Jordan. Love scenes play a predominant part in *For Whom The Bell Tolls*, contain much of the original Hemingway dialogue, have been financed with money

## MOVIE OF THE WEEK:

# *For Whom The Bell Tolls*

The guerrilla band rushes out of their cave hide-out as a flight of planes drones overhead. Spotting them as German and Italian planes, they take cover under the overhanging ledges of rock.



Last week the premiere of the Technicolor movie version of Ernest Hemingway's best-seller *For Whom The Bell Tolls* took place in New York City. Not since *Gene Wilder* has there been so much pre-release discussion about a movie. For the three years that it has been in the making there has been talk about 1) the casting of the film, 2) its political implication and 3) the sleeping bag scene (see above). Now that the movie is released the discussion will not stop. Although it has been publicized as "one of the greatest movies of all time," *For Whom The Bell Tolls* is hardly that. To most it will be a good picture that for various reasons misses being a great one. The chief complaint will be the length of the movie. Running for almost three hours it becomes tiring, lacks a natural humor and more than once becomes self-conscious.

Hemingway's book grew out of his experiences in Spain in 1937-1938 when he was

Guerrilla Leader Pilar, who is ugly but "much women," fights as well as the men. Here she uses a pile of logs as a shield while shooting a Nationalist guard during the battle for the bridge.





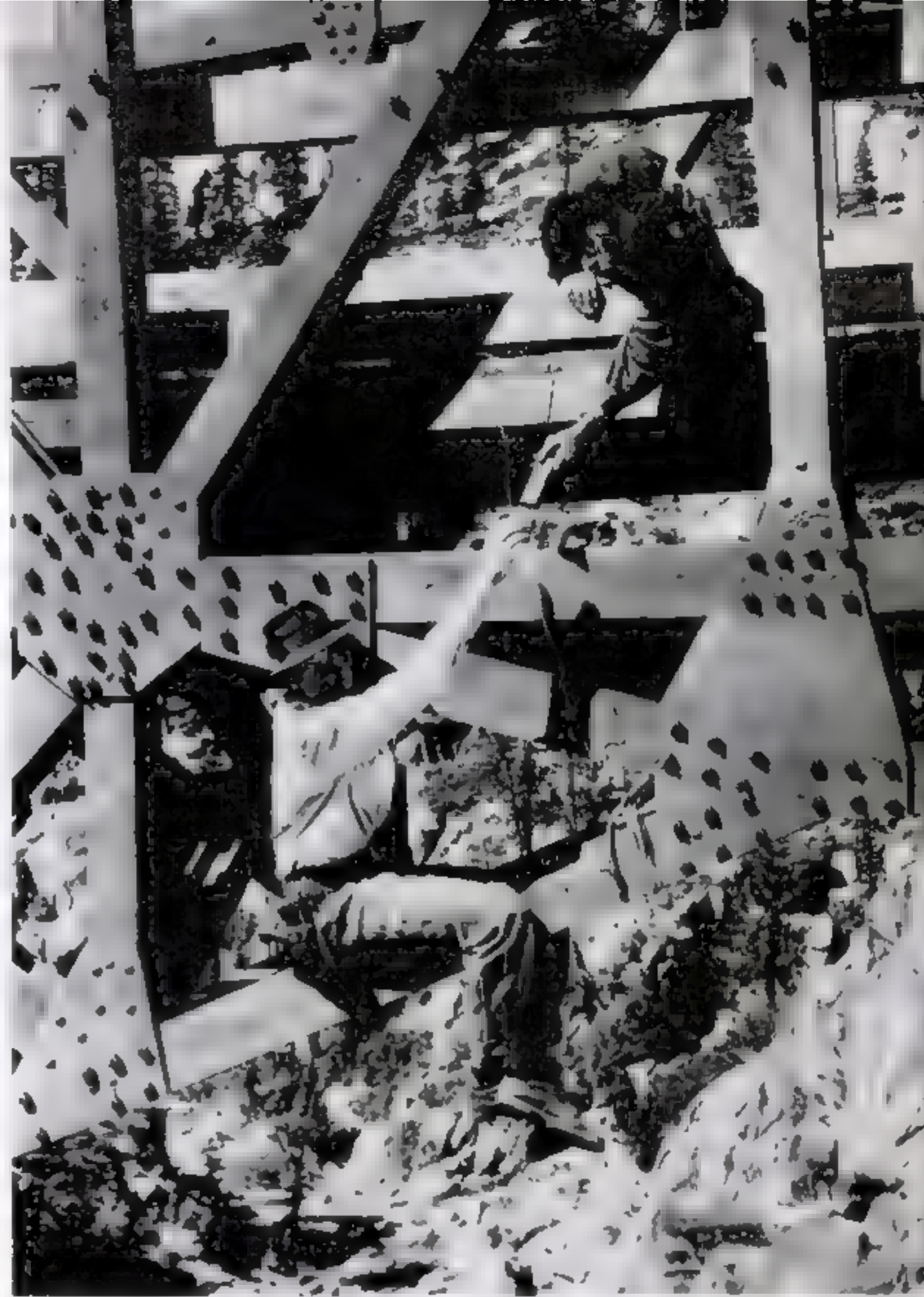


**Time of story** is set during Spanish Civil War, 1936-1939. Here the mayor of a captured town, after he's cited the beach, is thrown over an escarpment to canyon below by Loyalist mob.

reporting the war for N.A.N.A. Published in October 1940, *For Whom The Bell Tolls* quickly became a best seller, has now sold more than 750,000 copies in the U.S. Two weeks after publication Paramount bought the movie rights for what was then the highest price ever paid for a novel—\$100,000 plus 10% for every copy of the book sold (price \$6.00). In the Jan. 6, 1941 issue of LIFE, Hemingway picked Spanish war newsmen as that scene led to him to illustrate his book and selected the text passages that matched the pictures. Said he at the time to the editors of LIFE, "You guys have got to be right. I spent four years working on that book. And if LIFE gets it wrong, the movies will get it wrong too."

The movies evidently got it right. On the screen *For Whom The Bell Tolls* is the story of an American, Robert Jordan, who, fighting with the Loyalists during the

**At the bridge** during the battle, Robert Jordan crouches behind sentry box. Just as approaching enemy tanks and trucks cross the bridge. He dashes out, pulls wires that explode dynamite.



**Dynamiting the bridge** is part of the long planned Loyalist offensive. Robert Jordan and Anselmo work against time to place charge as the guerrilla band holds off Nationalist counter-attack.

Spanish Civil War lives for three days with a band of guerrillas, meets and loves a girl, blows up a bridge. It is a love-and-adventure story stripped of much of its political implications. As to the book, the book is filled with sensory impressions, an abundance of dialogue, and a mass of picturesque detail and background. Result is that Producer-Director Sam Wood in making such a literal translation has brought out a movie far removed from the usual slickly contrived Hollywood product.

*For Whom The Bell Tolls* has a well-chosen cast which includes Katina Paxinou as Pilar, Akim Tamiroff as Pablo, Vladimir Sokoloff as Anselmo, Joseph Calleja as El Sordo. Playing Robert Jordan, Gary Cooper is an American's American. To the much-discussed role of Maria, Ingrid Bergman brings her charm and early-morning dew-on-the-grass quality of acting. For a close-up of Miss Bergman, turn page.

**His leg broken**, Robert Jordan is carried to spot out of the line of fire as Maria, terrified, rushes to his side. Jordan tells her, "You're all there will ever be of me now. Take care of our life."





CLOSE-UP



INGRID BERGMAN IS 27 YEARS OLD, HAS FRECKLES ON HER NOSE, AND A HEAD OF BLONDE HAIR THAT WAS CROPPED FOR HER ROLE AS MARIA IN "FOR WHOM THE BELL TOLLS"

# INGRID BERGMAN

## YOUNG SWEDISH STAR BRINGS A NEW BRAND OF CHARM TO AMERICAN SCREEN

by THOMAS CARLILE AND JEAN SPEISER

The role of Maria in *For Whom The Bell Tolls* was not written with Ingrid Bergman in mind, as some Hollywood publicists have suggested, but Ernest Hemingway shortly had an afterthought along those lines. When the book was sold to Paramount he announced that, as far as he was concerned, Miss Bergman and no one else should play the part. This opinion was based on his having seen her in *Intermezzo*, her first American film. He had never met her. When, a few weeks later, he and Miss Bergman got together for lunch, Hemingway studied her and then told her decisively, "You are Maria!"

The Maria of the book was introduced by Hemingway thus: "Her teeth were white in her brown face and her skin and her eyes were the same golden tawny brown. She had high cheekbones, merry eyes and a straight mouth with full lips. Her hair was the golden-brown of a grain field that has been burned dark in the sun. . . ." Since Miss Bergman is Swedish and fair instead of Spanish and dark, this is not a wholly accurate description of her. It is probably as good a one as any that have been printed, however, since she is exceptionally difficult to describe. Press agents and journalists groping for the precise metaphor have noted variously that she has "the scrubbed look of the countryside after a spring shower," "a freshly washed appearance, after the manner of the soap advertisements," and "a quart-of-milk-and-apple-a-day wholesomeness." She has also been

called "unspoiled as a Swedish snowfall," "fresh as a breeze from a Swedish forest," and "naive as a country lass approaching her first smörgåsarb." None of these quite conveys the idea. The basic trouble is that Miss Bergman, while being very agreeable to look at, is not beautiful in the Hollywood way. She is pretty enough to make men glance at her admiringly and women analytically, but not so pretty that she can't pass freely in a crowd. Her attraction is like that of a fine painting, which must be looked at for a long time from different angles and under different conditions to be fully comprehended. It derives from character, and combines with her prettiness to make her a rare person.

Miss Bergman's character was a source of wonder and puzzlement to Hollywood long before she came to the U. S. Five years ago she sat in her native Stockholm and turned down contract offers from almost every major American studio. This was an unheard of attitude among European stars, including the Scandinavian, and the movie executives assumed that Miss Bergman was simply holding out for more money. They offered more, but without results. It was David Selznick who first sensed that the whole approach had been wrong. Accordingly, he sent Katherine Brown of his New York office to Stockholm. Miss Bergman received her, expecting her to be a brashly efficient tweedy female with a loud voice. However, Miss Brown turned out to be "so sweet and human that I decided anyone she worked

CONTINUED ON PAGE 10



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Ingrid Bergman's husband, Dr. Petter Lindstrom, is shown in their Rochester, N. Y. home. In 1942 he left a Stockholm dentistry practice, came to U. S. to study medicine.

#### INGRID BERGMAN (continued)

for couldn't be nearly so crazy as I had expected." In a few days Miss Brown succeeded in disabusing Bergman's preconceived ideas of Hollywood, which were made up of "typing," leg art and plucked eyebrows, and got her to sign a contract. By April 1939 she and Miss Brown were on the *Queen Mary* bound for America.

In New York her first requests were for a ride on a Fifth Avenue bus and a meal in a Childs Restaurant. Then she discovered that the World's Fair was opening, and Mrs. Charles Payson, sister of Millionaire Sportsman Jock Whitney, who had put some of his spare dollars into the Selznick enterprise, was delegated to conduct her on a tour of its wonders. She almost walked Mrs. Payson into the pavement on the first day and insisted upon returning again on the next. Several days later she returned to the fair again and covered the last niche and exhibition booth by herself.

When she stepped from the train a few days later in Los Angeles she was taken directly to the Selznick home in Beverly Hills. David Selznick was busy with other matters that evening, so Mrs. Selznick bundled her off to the Beachcomber Cafe for dinner. Miss Bergman relates that there she "sat and stared like a silly goose" at the movie stars sitting at the tables around her. The next evening, David Selznick gave a typical Hollywood coming-out party to introduce her to the trade. Offhand, she recalls that she was introduced to Tyrone Power, Annabella, Loretta Young, Errol Flynn, Gary Cooper, Gregory Ratoff, Joan Bennett and Ann Sheridan, who was then traveling under the label of "The Oomph Girl." She retired to her room early in the evening, the excitement of the party being more than her slow-moving Scandinavian blood could stand. Before bed, she sat down to write a letter to her husband describing the people she had met. She remembers the tremendous difficulty she had trying to find the word "Oomph" in her Swedish-English dictionary. She says now, "I was so interested the next day when David told me with gestures what it meant."

#### Selznick trusts her judgment

*Intermezzo*, her first picture, was a low-cost production, but to Bergman it looked like something Selznick had thought up to get rid of his money. She puzzled about the scores of workmen standing idly beside their lamps and spotlights, looking like bored racing fans waiting for something exciting to happen. It was not the way they made pictures in Sweden. She even worried about the expense of fresh flowers that were brought in—paper flowers would have done as well. Her role was that of a young piano accompanist opposite the late Leslie Howard as a famous violin virtuoso.

Wisely, Selznick gave Bergman her head. When she insisted that the part of a young governess called for an old gray tweed suit instead of an elaborate change of costume, he let her have her way. Knowing her fear that Hollywood make-up artists would make her feel like someone she didn't recognize as herself, he instructed them to lay off. He was well aware that her natural good looks could compete successfully with filmdom's synthetic razzle-dazzle.

The manners and accent of Gregory Ratoff, who was directing the picture, upset her, but her manners and accent upset him just as much, and it was he who modified his hearty, fanny-slapping tech-

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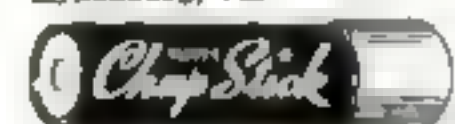
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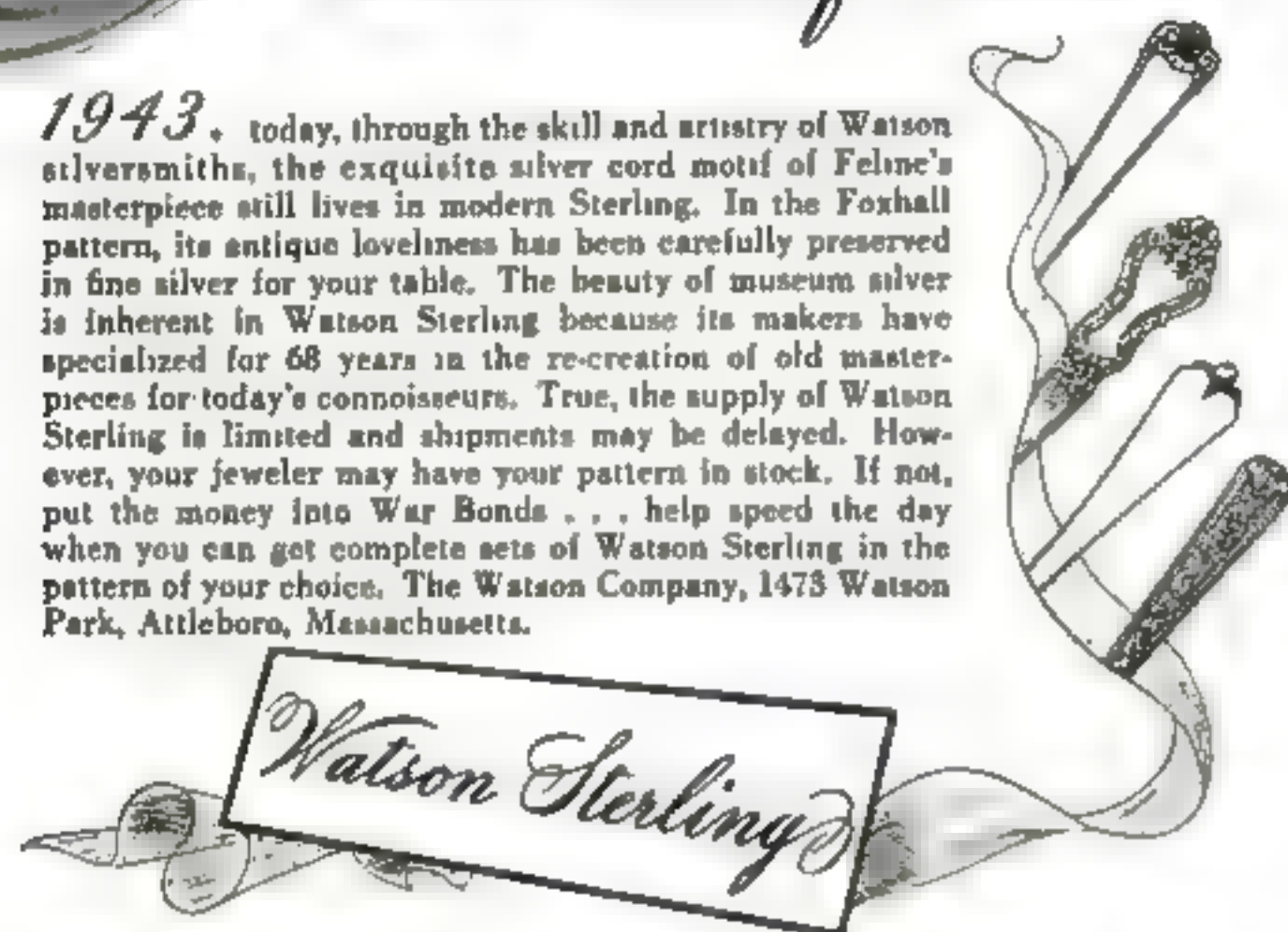


1784... marked the creation of this handsome Sterling silver Platter by Magdalen Felme of London. Combined with delicacy of line is the border developed from the "cord" motif of ancient art. (Courtesy, Museum of Fine Arts, Boston.)



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## INGRID BERGMAN (continued)

nique to complement the dignified Bergman. They saw eye to eye on the amount of concentrated industry their task deserved, and Ratoff worked the cast night and day, frequently shooting until dawn. This satisfied Bergman, who believes that an actress should work at her job every minute. As for Ratoff, who directed her first two American pictures, he declared: "I would say positively I hope I do the same 22 times more. She is sensational." This apparently was the sentiment of the entire set. Workmen went out of their way to do things for her, and the cast and production crew admired the quick, alert concentration she gave to direction and to her lines. She is to this day so sincerely critical of her own work that she will apologize humbly to the person nearest her on the set, prop man or director, when she muffs a line.

The rigorous routine of her first picture left Bergman little more than time for sleep in the spacious twelve-room house in Beverly Hills in which Selznick had installed her. She spent all her time either in the bedroom or the kitchen. The night before she left Hollywood she made a tour of exploration and thought it a shame that she had not had time to live in such a beautiful place. Her regrets did not affect her eagerness to get home, however. On the evening the shooting was finished she made a mad dash for Pasadena where, still in make-up and costume, she caught a train for New York. There she had 45 minutes to make connections with the *Queen Mary* and would have forgotten her luggage if a kind friend hadn't taken care of it. She was back in Sweden in time to help her husband celebrate her small daughter Pia's first birthday on Sept. 20, 1939.

## A fleeting impression

Hollywood had little time to form an impression of Bergman from that hasty first visit, for she traveled unrecognized everywhere she went. Her peach-and-white complexion and her charming blush, which transforms her face into a rosy lamp at the slightest provocation, were about all the data the movie people picked up on her. She walked a great deal, as she had always done at home, with her characteristic swinging stride, and the time she might have been expected to spend at night clubs she spent at home curled up with a Dagwood sandwich and a novel by Hemingway or Steinbeck, her favorite American authors. Her first visit to a supermarket was one of the high points in her stay. She recklessly bought several cans of soup, ice-cream powder and nine packages of chewing gum which she sent home to her husband. Hollywood was left with a fleeting impression of a tall (5 ft. 7 in.) girl with light brown hair and blue eyes who was painfully shy but friendly, with a warm, straight, quick smile.

Back in Sweden, her friends noticed that she had developed a slight American accent, but otherwise they found her unchanged. Her stay in this country has not altered her devotion to Sweden, and she still speaks of home with tears in her eyes. She was born in Stockholm on Aug. 29, 1915, the daughter of an artist-photographer. Her mother died when she was 3. Until her father died ten years later the two were inseparable. An incurable bathtub baritone, he wanted his daughter to become an opera star, and she studied voice for three years to please him. But she knew from the beginning that she wanted to be an actress. She dressed up in her mo-

CONTINUED ON PAGE 385



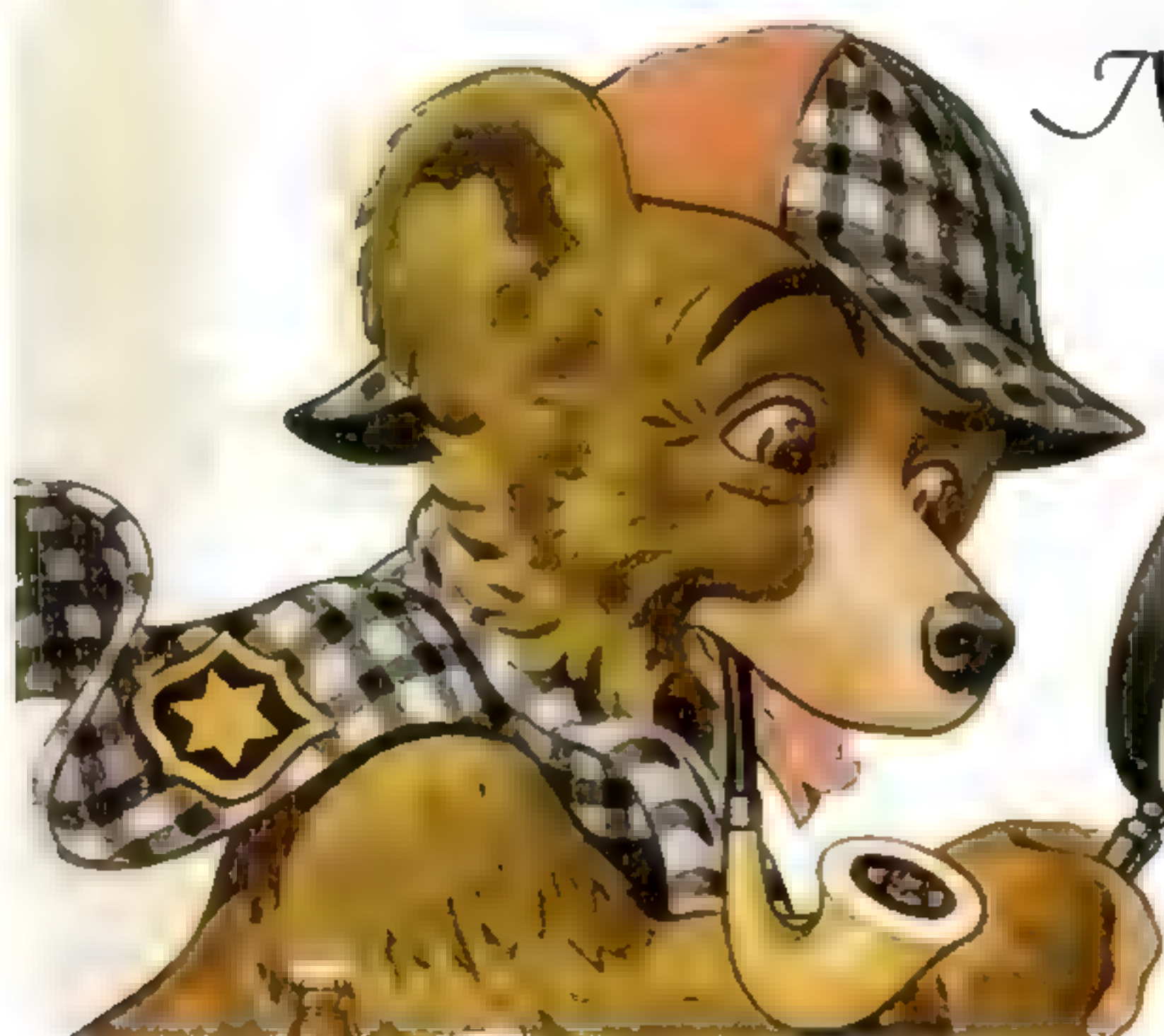
At the age of 5 Ingrid Bergman poses with her father, Justus Bergman, who was an artist-photographer. He had a great love for music and wanted Ingrid to be an opera singer.



These restless days call for balanced living—a means of escape. Perhaps it's a quiet evening with pleasant companions—a brisk hike in the country—an hour of puttering around the yard. Or any one of a hundred hobbies. For millions of Americans, these wholesome diversions are made richer, more memorable, with a glass of friendly SCHLITZ ... brewed with just the *kiss* of the hops, none of the bitterness.



*There's  
No bitterness*



*Just the KISS of the hops...*



—all of the delicate hop flavor—none of the bitterness. That's why *there's no bitterness* in America's most distinguished beer. Once you taste that famous flavor found only in Schlitz you'll never go back to a bitter brew.

*In 12-oz. bottles and Quart Guest Bottles. On tap, too!*

Copyright 1963, J. Schlitz Brewing Co., Milwaukee, Wis.

THE BEER THAT MADE MILWAUKEE FAMOUS





Copyright 1945, The Pullman Company

## “Bet I come back hitched !”

Mother will bring him breakfast in bed. Dad will talk of Belleau Woods and how they did it in '18. Mary—well, she's half-way promised—there'll be a moon—and leave it to a Marine with two weeks' leave to get “the situation well in hand”!

So Pullman has *another* passenger tonight—this Lieutenant heading home—*another* reason wartime travel is at an all-time high.

And besides the huge load on *regular* trains, an average of almost 80,000 troops a night ride *special* trains of sleeping cars.

So sometimes, it's a pretty tight squeeze to take care of *everyone*, especially in the customary Pullman manner. But most passengers realize the difficulties and are tolerant of short-comings.

And it's not only that they say, “Troops come first with us, as they do with Pullman.” It's also that *wartime* travelers don't seem so concerned about the free choice of accommodations and the

lavish services that made peacetime Pullman trips such memorable occasions.

That's probably because what people want from Pullman *now* are the *fundamental* features rather than the frills.

The privacy and comfort that permit a few golden hours of utter relaxation. That present an opportunity to do some quiet thinking beyond the jangle of a telephone. That invite—gently but insistently—the deep, untroubled sleep that “knits up the ravel'd sleeve of care.”

These things may seem little in themselves, but

they are of vast importance to those whom war drives hard because a good day's work depends a lot upon a good night's sleep. So ask yourself, “Is my trip *necessary*?” If it is, please:

**Cancel promptly**, when plans change, and make the Pullman bed reserved for you available to someone else.

**Travel light** and give yourself and fellow passengers the room that excess luggage would take up.

**Ask your Ticket Agent** on which days trains may be least crowded on the route you want to take. Try to go on one of those days if you can.

# PULLMAN

*America's Most Comfortable Way To Travel*

—THE SURE WAY TO GET WHERE YOU WANT TO GO







Winning declamation contest at 15, Ingrid Bergman returned home to be kidded by her friends about her excessive emotion. To please them she posed for picture with gestures.

## INGRID BERGMAN (continued)

ther's clothes and staged entire plays in her father's empty studio, and she interpreted poetry earnestly and frequently at school recitations.

Her first appearance before the moving-picture camera occurred when she was 2 year old. From that time on until she was 13 her father documented each birthday with a borrowed camera. She has recently had the film reprocessed on 35-mm. film to show Pia when she is older, together with eight bulging scrapbooks she has pasted up showing every important incident in her career.

When she was 7, Ingrid entered the Lyceum for girls, one of the best girls' schools in Stockholm, situated off Birger Jarlsgatan (Stockholm's Fifth Avenue). There, she recalls, "I was such a mouse I could enter a room without being noticed by anybody." She won the school declamation contest at 15, and at 17 received a scholarship to the state-sponsored Royal Dramatic Theater School. A previous recipient had been Greta Garbo.

After a year at the royal academy, Bergman went to Svenska-Filmindustri in Råsunda (the Swedish Hollywood), and walked out with a three-year contract. After a succession of sweet-young-thing roles, which she didn't like, she got her big chance in *Valborgsmässoafton*, a heavy psychological drama in which she played opposite Lars Hansson, one of Sweden's reigning male stars. She went steadily ahead and won an international reputation with her work in *Intermezzo*, *Dollars* and *A Woman's Face* (recently played in this country by Joan Crawford). The last was chosen by the International Film Exposition as the greatest film of 1938. That same year Bergman was voted in a survey by the Stockholm *Daily News* as one of Sweden's ten outstanding women.

## A settled home life

After she returned to America in 1940, she appeared briefly on Broadway opposite Burgess Meredith in *Lilom*, waiting for the spring to start work on *Adam Had Four Sons*, *Rage in Heaven* and *Dr. Jekyll and Mr. Hyde* followed. In those three pictures Bergman played successively the wife of a neurotic, a paranoiac and a schizophrenic. She was relieved when her real husband, Dr. Peter Aron Lindstrom, a thoroughly stable character, arrived from Sweden in September 1941 to live in America.

As soon as she had finished the picture she was working on, she gathered up Pia (P for Petter, I for Ingrid, A for Aron) and flew to Rochester, N. Y. to join him. They rented a little stucco house at 985 South Ave., about a 20-minute walk from the medical school. Dr. Lindstrom, a dentist in Sweden, had decided to take up medicine and surgery, and he enrolled for classes in anatomy and diagnosis at the University of Rochester. The Lindstroms began their first comparatively settled home life since their marriage in 1937.

Bergman's visits to Rochester varied from a few days to four months. During her first stay the local lunatic fringe ran berserk. Troops of rabid 17-year-olds trampled the neighbors' flowers trying to peck into the Lindstroms' windows. They formed lines outside to ring the front doorbell in hopes that after Dr. Lindstrom and the maid were worn down, perhaps Ingrid could be smoked out. One ad-

C. CONTINUED ON NEXT PAGE

# We carry our own!



*Blackie:* "That storekeeper was sure glad when we said we'd carry our own bundles, Whitey."

*Whitey:* "He knows what it means to save trucks and tires—for Victory, Blackie!"

Can you take it? Then don't say "send it." Every package you carry saves trucks and tires for vital deliveries—to keep foodstuffs coming to the grocer and the dairy, to keep raw materials moving to factories. So don't go away empty-handed. Carry your own bundles—for Victory!



EIGHT  
YEARS OLD

## "BLACK & WHITE"

*The Scotch with Character*

BLENDED SCOTCH WHISKY • 86.8 PROOF

THE FLEISCHMANN DISTILLING CORPORATION, NEW YORK, N. Y. • SOLE DISTRIBUTORS





For 3-way Help in your diet—

## SUNSWEET PRUNE JUICE

The Grovers' Own Brand

- Vitamins (b and g), minerals—for energy
- Carbohydrates—to rebuild
- Laxative effect—to sweep away poisons

### "What's YOUR Idea?"

New radio program  
brings real help to housewives

The real ideas of real housewives now are yours to profit by. They are brought to you on a new radio program by Duffy-Mott Company, distributors of Mott's Products and Sunsweet Prune Juice. So listen in for ways of stretching your ration points farther. Serve Sunsweet Prune Juice daily to get more benefit from the points you do spend.

©1942 Duffy-Mott Company, Inc.



#### TUNE HER IN!

In a new program named "What's Your Idea?" you will hear the voices of real housewives who give you ideas on how to stretch your ration points. Tune in Eastern War Time, 10:00 to 11:00 A.M. your favorite station R. J. Shannon, east of the Rockies.

Another point stretcher—

## MOTT'S dual flavor JELLIES

Seven flavor combinations to give a lift to butter-less meals


ONE OF MANY  
**MOTT'S**  
1842  
PRODUCTS

# ART-CARVED RINGS BY WOOD



ALMOST A CENTURY'S FINE REPUTATION  
BEHIND THESE BEAUTIFUL RINGS

Be assured of quality—when you choose lovely Art-Carved rings, exquisitely designed and richly set with selected diamonds. Created by Wood and featured at better jewelers. Send for "The Bride's Silent Secretary" and "Diamond Ring Guide."

Art-carved

by Wood

THE SYMBOL OF QUALITY—1858-1943

J. R. WOOD & SONS, Inc.

216 E. 45th Street, New York City  
Manufacturers and Diamond Importers

Buy War Bonds...Keep Them!

# ART-CARVED RINGS BY WOOD



In a Swedish movie, *Just One Night* (1935), Ingrid Bergman is held in arms of Actor Edvin Adolphson. In 1937, at the age of 21, Bergman was Sweden's favorite actress.

### INGRID BERGMAN (continued)

mirror broke into the house and stole some of her underwear from a bureau drawer. Once Dr. Lindstrom had to apologize in a recitation class for not being prepared because they had been annoyed all the night before by intruders. After the initial excitement, however, the Lindstroms were allowed to live the quiet life they preferred. Their chief recreation was by way of small dinners at home and, in the wintertime, skiing and skating. They could never understand why the local population was so disinterested in winter sports dear to their Swedish hearts.

The Lindstroms' guests—mostly associates of his at the university—found that the doctor regards himself as the undisputed head of the family, an idea that Ingrid accepts cheerfully. A dutiful wife, she consults her husband on every major step in her career. He even passes upon her publicity like a home Hays Office. He insists that Ingrid draw the line clearly between her public and personal life. A tall, thin, expressive man, Dr. Lindstrom has a professional dislike for being associated with the unseled glamor of Hollywood.

Since she made *Casablanca*, her most successful U. S. picture until *The Bells*, Bergman's heavy schedule has forced her to maintain an apartment in Beverly Hills. It is a four-room affair presided over by a nursemaid who looks after the household and takes care of Pia. She sees her husband, who is now completing his internship at the Stanford Lane Hospital in San Francisco, only when there is a break in their respective careers.

### Hemingway re-enacts "The Bells"

It was in January 1941 while she was at June Lake with her husband, who had come over from Sweden for a vacation, that Hemingway got in touch with her through Selznick and asked her to come to San Francisco to talk over the possibility of her playing Maria in *The Bells*. Bergman had read the book and had admired it greatly. She drove all night to catch a plane from Reno to San Francisco, and next noon was sitting with Hemingway and Martha Gellhorn in Jack's Restaurant having lunch.

They sat over dirty luncheon dishes for two hours while Ingrid, absorbed with Hemingway's broad gestures, listened to his complete re-enactment of the book. Grabbing a handful of her hair, he even demonstrated in the mirror behind their table how it should be cut for the part. When they parted, Hemingway gave her a copy of his novel, inscribed, "To Ingrid Bergman, who is the Maria of this book."

By the time casting on the picture was started some months later, the inscription had become entirely ironic. In what was considered the worst casting error in years, Vera Zorina had been chosen by Paramount to do Maria. Bergman was heartbroken, and Hemingway wrote her immediately telling her not to give up hope. *Casablanca* was coming up and Bergman found it impossible to worry about two pictures at once, so for the time being she ceased to worry. It was a wise decision, for Paramount was having a difficult time with Zorina. None of Sam Wood's experienced direction could get her to stop being a first-rate ballet dancer. After one day's shooting with her and Gary Cooper, Wood gave up.

Bergman was resting between takes during the last day of shoot-

CONTINUE ON PAGE 11





## She Works for Him While He Fights for Her

★ **M**ORE THAN 500 men who once made Arvin products for your comfort and pleasure are now in the armed forces. And nearly every day now, another name goes on one of the Honor Rolls in front of a war plant of Noblitt-Sparks—as another man goes to the fighting front.

Here on the Nation's production front, many women are working for men who are fighting for them. And in between shifts, these women are packing lunch boxes, cooking meals and "doing washing," while the men are hunting for Japs and their running mates.

Yes, women of America are doing their part to win the war—women in industry—women in offices and on the farms—working shoulder to shoulder with men in countless ways.

The workers of Noblitt-Sparks—3000 men and women in nine plants—are producing tremendous quantities of war products instead of the good old Arvin peacetime products.

ON THE JOB

3000 MEN AND WOMEN WORKERS  
IN 9 WAR PLANTS OF

**NOBLITT-SPARKS**

INDUSTRIES, INC. • COLUMBUS, INDIANA

*Peacetime Makers of*

**ARVIN**

*Products for Comfort  
and Pleasure*

Home and Car Radios • Hot Water Car Heaters  
Metal Furniture • Bathroom Electric Heaters  
and Other Products for Better Living After the War

Metal and labor that formerly went into Arvin furniture—hot water car heaters and bathroom electric heaters—are now going into water and food supply—cans for our fighting men—blitz-cans for gasoline on the battle fronts—metal reels for communication cable—ammunition boxes—anti-tank mines, burster-wells, bombs—and many vital parts for combat cars, tanks and transport trucks.

The experience and skill that went into Arvin radios, before the war, are now going into fighting-radios for planes and trucks—radios built with great precision—to enable our fighting men to talk back and forth and win battles.

\* \* \*

The work of women is responsible for much of the production success of American industry—helping to speed the day of "unconditional surrender." Then, Arvin products will be back again—all better, some new—for your comfort and pleasure at home and in your car.



YOUR WAR BONDS BUY BOMBERS TODAY AND FAMILY COMFORTS FOR YOUR HOME "TOMORROW"





**NO SAG! NO PINCH! NO BIND!**

**NEW CROTCH COMFORT WITH**  
**REIS Scandals**

Our exclusive "HI-WAIST" design insures proper fit and snug support.

Patented Dart-stitched non-sag pouch conforms to crotch contour.

• Enjoy the freedom, comfort, extra support found only in REIS Scandals! Only Reis gives you the exclusive, patented Dart-stitched, non-sag pouch which conforms to crotch contour. "Hi-Waist" design to insure snug support and prevent shorts from sliding down. Extra seat coverage—to end creeping and crawling—no seams to sit on. Concealed no-gap fly. At retailers everywhere.

← Rear view shows extra seat coverage—no seams to sit on. Matching → shirt shaped to follow leg line of shorts.

Five styles — year 'round wear

**CHANGE TO REIS FOR GREATER COMFORT**

REG. U. S. PAT. OFF.

**UNDERWEAR SPORTSWEAR PAJAMAS • HOSE**

**ROBERT REIS & COMPANY 2 PARK AVE., NEW YORK CITY**

*Worthy of your Cognac glass*



**SERVE IT LIKE A LIQUEUR WITH YOUR COFFEE**

• When coffee time calls for a finer liqueur—serve Riondo Gold Label instead. It's worthy of your cognac glass—for Riondo is light, delicate, rich in bouquet and aroma. It's the finest rum from Puerto Rico—and also makes the finest rum drinks!

**PUERTO RICO'S FINEST RUM**

**Riondo**  
 GOLD LABEL  
 Rum

86 PROOF • GOLD LABEL OR WHITE LABEL • SOMERSET IMPORTERS LTD., NEW YORK

## INGRID BERGMAN (continued)

ing *Casablanca* when a phone call came from Selznick, her manager and agent. "Ingrid," he asked, with a purr in his voice, "how'd you like to play Maria?" Ingrid's heart went up into her throat, and then she sat down by the phone stand and cried. When she came on *The Bells* location for her first day, Aug. 6, 1942, she brought with her enough cheer to brighten the lagging spirits of the entire cast. There wasn't another dog day during the remaining 115 days of shooting.

All Bergman vehicles are blessed. They go speedily and happily, with no temperament from the leading lady. Whereas studio workmen dream long dreams of dropping monkey wrenches on the heads of some other female stars, those on the Bergman sets would willingly break their backs trying to lift her entire dressing room if she wanted it moved four inches. They cherish and like to tell each other such Bergmaniana as her awe that "such a small film" as *Intermezzo* should be shown at the Music Hall in Radio City. Incidentally, in New York she once stood in line for 30 minutes waiting to get a movie ticket and passed unrecognized. In Hollywood, also, she usually goes to the movies alone and unannounced. She laughs uproariously at the antics of Bob Hope and Bing Crosby, studies the work of other careful actresses diligently, and criticizes her own pictures in the light of what she has learned.

*Casablanca* was the turning point in Ingrid Bergman's career, both as an actress and an economic property. After *Intermezzo* Selznick signed her to a long term contract that guaranteed her \$2,000 a week when she worked. She was also guaranteed three films a year and a minimum of ten weeks' time on each, so her income amounts to at least \$60,000 a year. This is a staggering increase over her Swedish earnings, but is relatively insignificant compared to Selznick's profits on her. Besides her drawing power at the box office, she has been worth \$460,000 to Selznick as the principal in various swaps and sales to other studios. For her services in *Casablanca*, Warner Brothers forked over \$110,000 to Selznick; for *The Bells*, Paramount paid \$150,000; and to top it all, for *Saratoga Trunk*, Warner Brothers paid well over \$100,000 plus the services of Olivia de Havilland for one picture at \$25,000. Since Selznick had no immediate need for Miss de Havilland's talents he resold her to RKO for the lead in *Government Girl* for \$125,000, thus pocketing a cool \$100,000 as a by-product of his principal transaction.

This shrewd trading makes no obvious impression on Bergman. Throughout her Hollywood career she has been completely pleased with Selznick's management, largely because he has always found excellent dramatic roles for her to play. She is satisfied with her salary, not because she lacks business acumen, but simply because her principal interest in Hollywood is not a financial one. "I am an actress," she says, without a trace of false dignity, "and I am interested in acting, not in making money."

In *The Bells*, *Saratoga Trunk* and *Gaslight* (not yet released), to which she has been assigned in quick succession, Bergman has demonstrated that she has greater versatility than any actress on the American screen. In all of them her roles have demanded an adaptability and a sensitiveness of characterization to which few actresses could rise. Her ambition is to undertake the role of Joan of Arc. She wants to continue acting "till I am a grandmother."



On the set of "Saratoga Trunk," her next film, Ingrid Bergman chats with Gary Cooper with whom she is playing for the second time. In the movie she plays part of a nun.



PARAMOUNT'S GRANDEST TECHNICOLOR MUSICAL

*With 12 Great Song Hits!*

Bing a-throb with rhythm!  
Dotty a-glow with romance!  
Every spectacular scene  
ablaze with the color and  
gaiety of a glorious love  
story . . . the story of how  
"Dixie" was born!

Hear Bing sing his newest  
hits and your old favorites:

"SUNDAY  
MONDAY  
OR ALWAYS"

"IF YOU  
PLEASE"

"A HORSE THAT  
KNOWS THE WAY  
BACK HOME"

"LAUGHING  
TONY"

"SHE'S FROM  
MISSOURI"

"SWING LOW  
SWEET CHARIOT"

"KINDA PECULIAR  
BROWN"

"BUFFALO GALS"

"OLD DAN TUCKER"

"TUCKY IN  
THE STRAW"

"LAST ROSE  
OF SUMMER"

"DIXIE"

Bing  
**CROSBY**

Dorothy  
**LAMOUR**

The sweetheart of  
"Holiday Inn" . . .  
Marjorie Reynolds!

AND **MARJORIE REYNOLDS**

Directed by A. EDWARD SUTHERLAND • Screen Play by Karl Tunberg  
and Darrell Ware • Adaptation by Claude Binyon • A Paramount Picture

BILLY LYNNE RAYMOND EDDIE  
DE WOLFE • OVERMAN • WALBURN • FOY, JR.



# STILL ON THE COURSE OF QUALITY



**M**AKING sure his customers can always get his product is just as essential a part of a manufacturer's job as making a fine product and keeping it fine. For generations past, these five famous bonds have been America's outstanding whiskies. And they still are! For thanks to the U.S. Bottled-in-Bond Act which regulates details of aging, bottling, labeling and storing, the quality of these great bonds is unchanged.

So even in war-time you can still have the finest whiskies you ever knew in peace-time...but you will have

to have just a little patience with us, when you don't happen to find the particular brand you want in your licensed dealer's store.

For with limited stocks and an ever-growing demand we have the task of being trustees for you who love fine whiskies. It is our task to distribute these remaining stocks of fine bonded whiskies fairly, but at the same time wisely so that you can depend on having this same superlative quality until conditions permit the production and proper aging of new stocks.

**OLD GRAND-DAD**  
KENTUCKY STRAIGHT BOURBON WHISKEY

**OLD TAYLOR**  
KENTUCKY STRAIGHT BOURBON WHISKEY

**OLD CROW**  
KENTUCKY STRAIGHT WHISKEY—BLENDED BOURBON

**MOUNT VERNON**  
BRAND  
MARYLAND STRAIGHT RYE WHISKEY

**OLD OVERHOLT**  
PENNSYLVANIA STRAIGHT RYE WHISKEY

*The distilleries of this company are engaged  
in the production of alcohol for war purposes.*



# THE ENEMY'S WEAPONS

They are collected and tested at Aberdeen

Shown here are most of the basic types of light infantry weapons used by the enemy. The pictures were taken at Aberdeen Proving Grounds (Md.) where, under the direction of Lieut. Col. G. B. Jarrett, the Foreign Matériel Branch tests various types of Axis equipment. Interesting specimens are collected after battles and shipped to the U. S. for appraisal. Nearly all the German guns and vehicles shown here were personally collected by Colonel Jarrett, who spent a year with the Eighth Army in Africa.

Result of these Aberdeen tests of captured enemy matériel is to convince the Army Ordnance Department that American weapons are in all cases equal, and in many cases, superior to those of the enemy. Says Colonel Jarrett: "I found a lot of the Axis stuff to be commonplace. Some of it is old. Some of it now in use is obsolete." The famed German 88-mm. proved to be no miracle, but merely a highly effective AA and AT gun similar to our 90-mm. The Axis rifles (right), all bolt-action models, are no match for our semi-automatic Garand. And no Army has as effective a vehicle as our jeep which can run circles around the cheaply-made German Volkswagen.



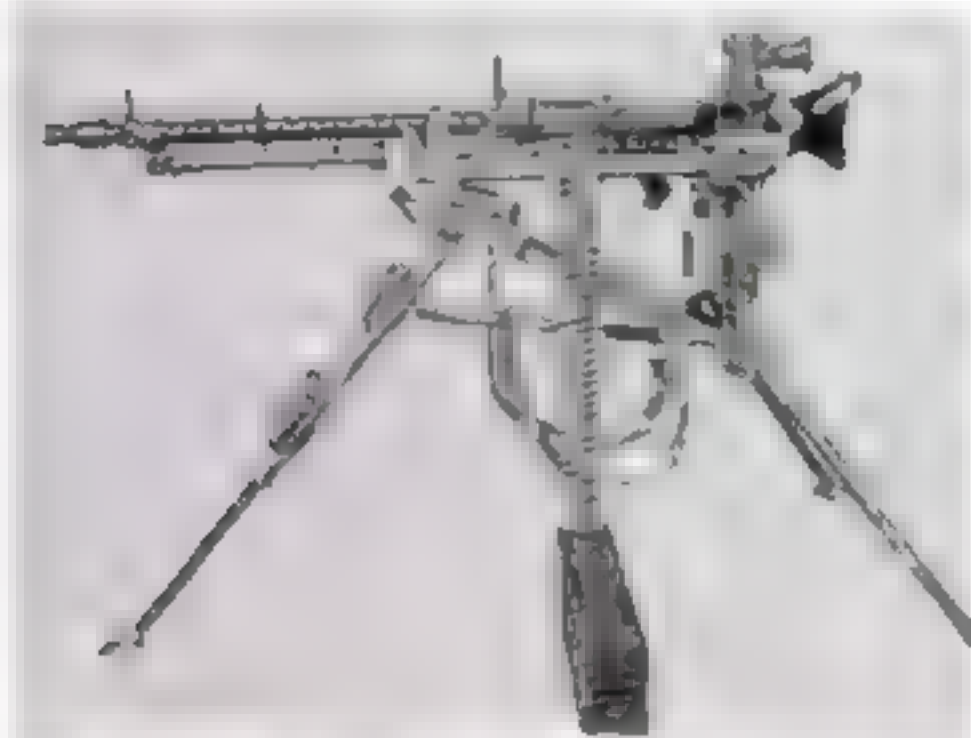
Italian Mannlicher-Carcano is a 6.5-mm. rifle which loads a six-round clip, has low-muzzle velocity. It is one of several standard types used by Italian Army, none of which is a match for our Garand.



German Mauser Karbine is actually a short rifle (7.92-mm.) which has been regulation in the German Army for the last several years. It is far superior to Italian and Jap rifles (above and below).



Japanese Arisaka is a 6.5-mm. bolt-action rifle which lacks hitting power because of its small caliber and low-muzzle velocity. Japs have announced that it will be displaced by later (1939) .30-cal. model.



German Solothurn MG-34 (7.92-mm.) can be used as a light, heavy (above) or AA machine gun by changing mount. It is standard in German Army, has effective range of 1,500 yds.



Italian Breda light machine gun (6.5-mm.) is mounted on tripod, has flash hider and handle on barrel to facilitate removal when hot. The German Solothurn is superior to this.



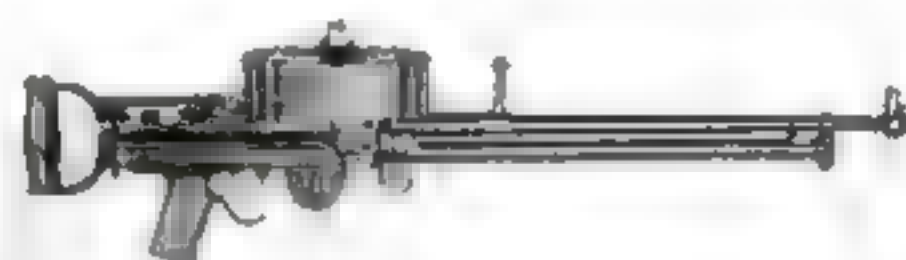
Italian Fiat M35 heavy machine gun (8-mm.) on a tripod mount is used as a ground machine gun. It also has a specially adapted mount for AA. It is air-cooled and durable.



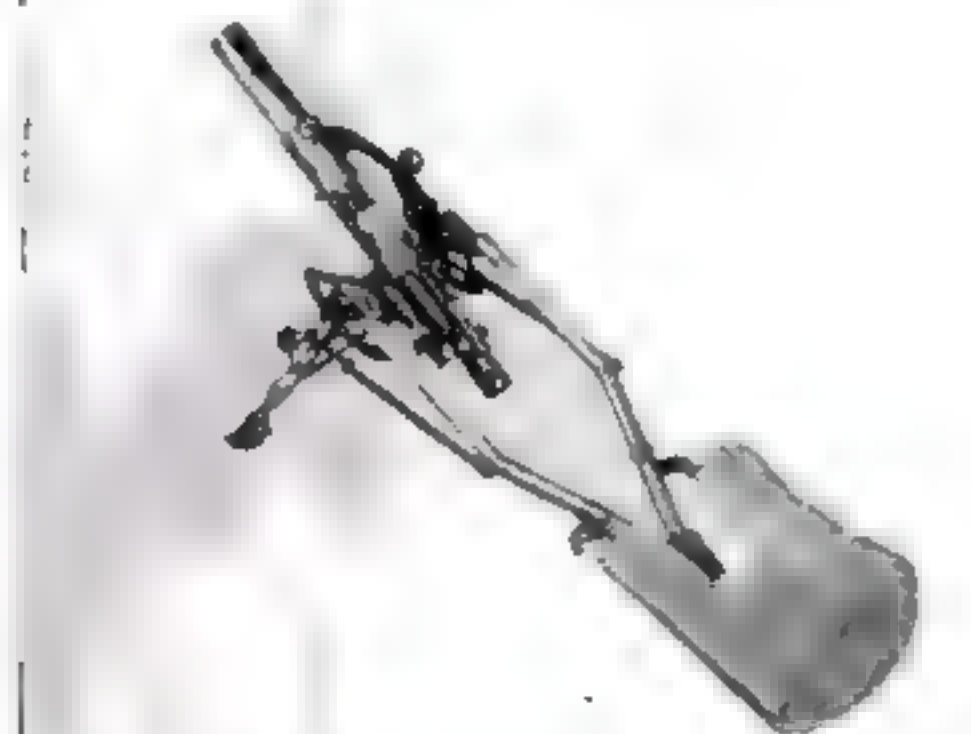
Jap Nambu light machine gun (6.5-mm.) weighs only 19 pounds. It can be used as an automatic rifle when mounted on a tripod. Notice the bayonet for hand-to-hand fighting.



Jap Arisaka heavy machine gun (7.7-mm.) is copy of French Hotchkiss. Gas-operated and air-cooled, it loads 30-round strips of cartridges. This is the standard Jap Army weapon.



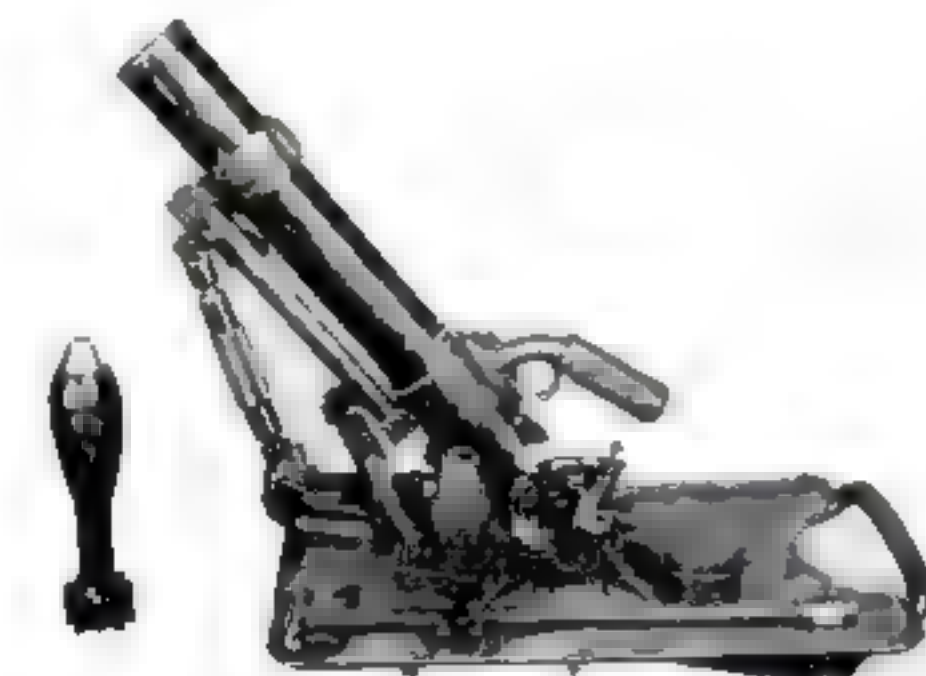
Jap copy of British Lewis is .303-cal. aircraft machine gun. The Japanese and Italians both equip their troops with poorly designed copies of older Allied and German weapons.



Italian 45-mm. Brescia mortar is actually a grenade thrower. Opening in the side for loading is operated by a hand lever. The mortar weighs 35 pounds and fires a 1-lb. projectile.



Jap 50-mm. "knee" mortar is a grenade discharger which derives its nickname from curved spade. An American soldier who put spade on his knee wound up with a broken leg.



German 50-mm. mortar fires a 2-lb. heavy explosive projectile 550 yards. Much used by German infantry, mortar is trigger-operated, muzzle-loaded, can be elevated to 85°.

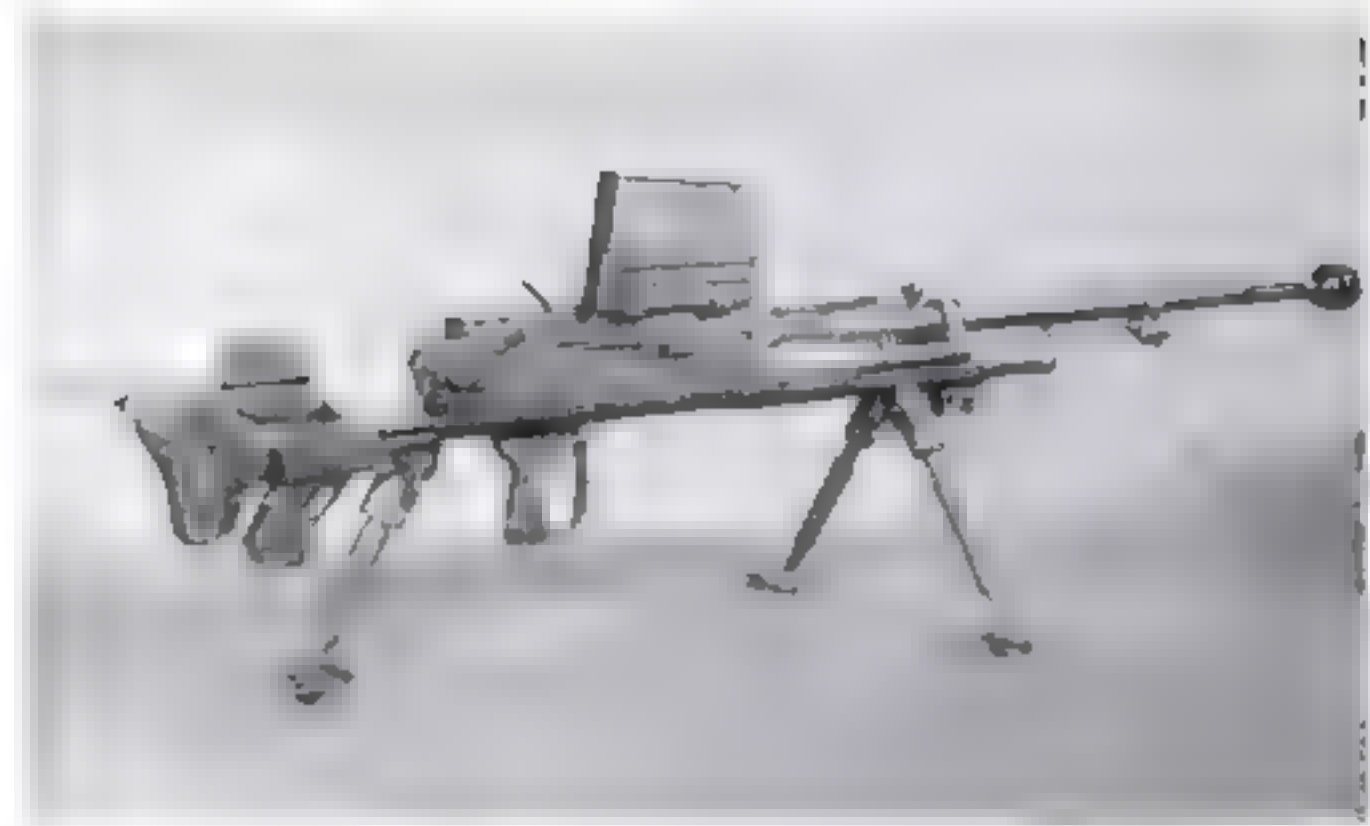




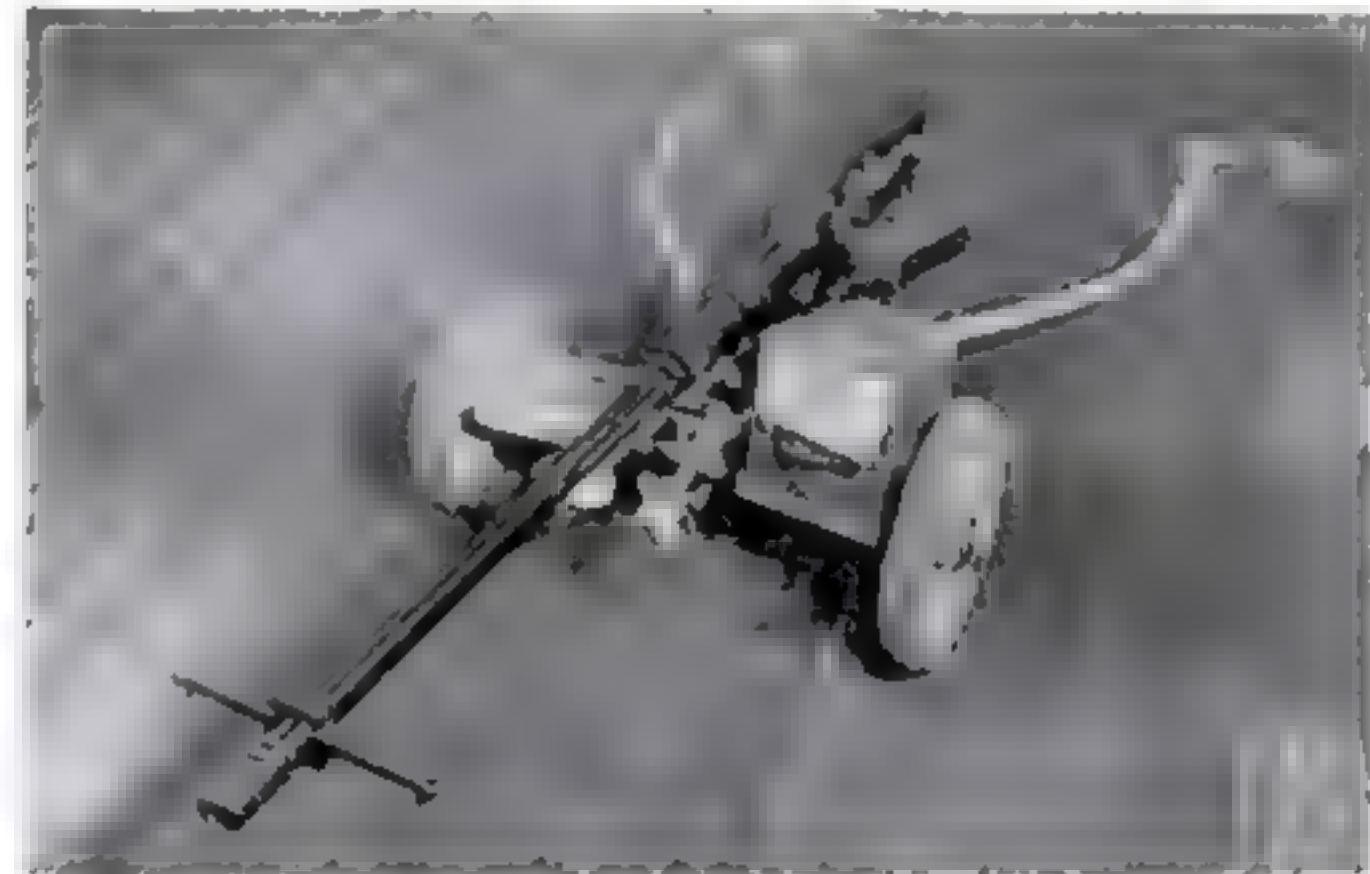
**The cola drink with Canada Dry quality**

*Bottled and Distributed by Licensees of Canada Dry Ginger Ale, Inc., New York, N. Y.*

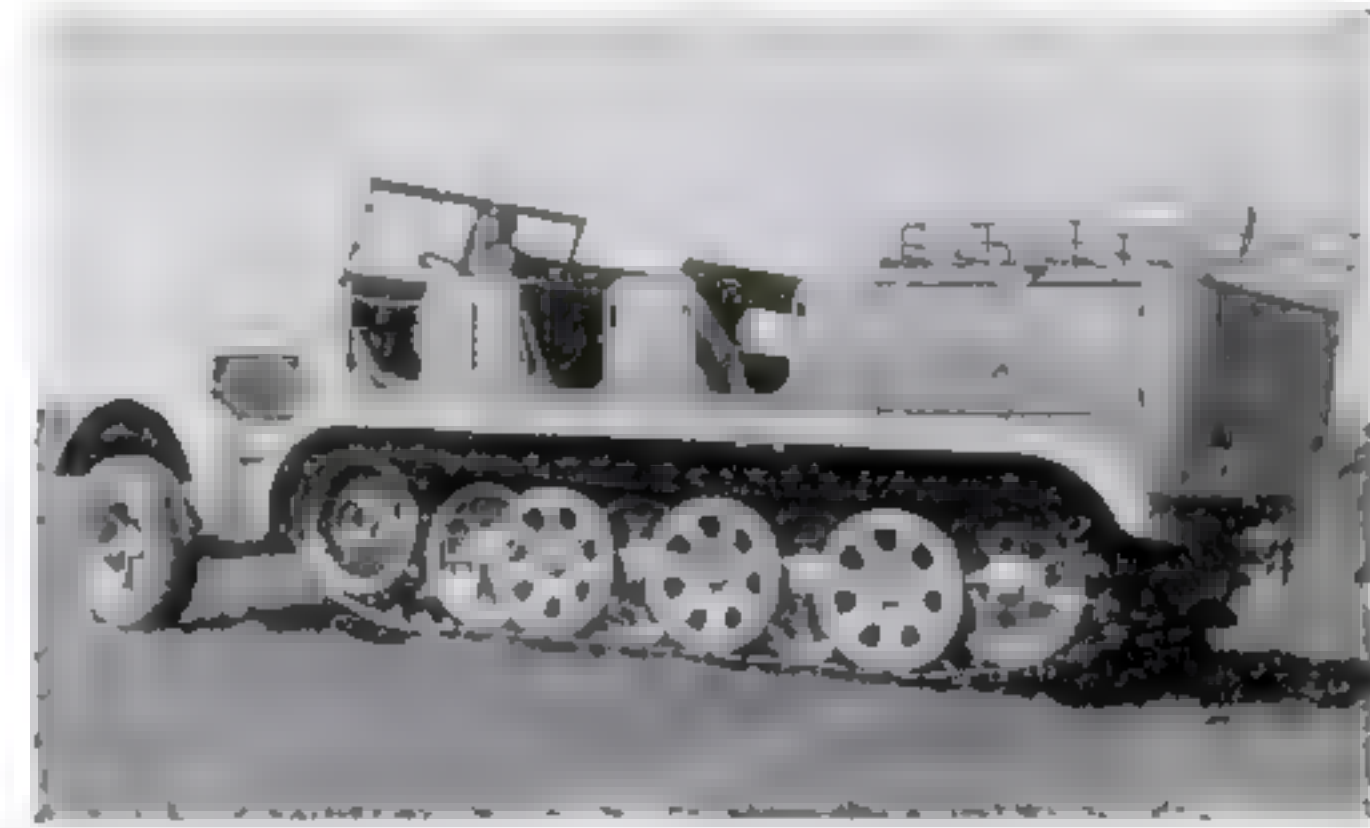
## Enemy's Weapons (continued)



Japanese 20-mm. AT machine gun is full automatic and gas-operated, mounted on a tripod. Ordnance Department finds this particularly interesting sample because it is only one captured thus far, and they do not know how extensively Japs use it.



German 20-mm. Solothurn antitank rifle was specially developed by Germans for use with infantry. It is already obsolescent, being effective only against thin-skinned vehicles. Its fire would have no effect on the thick skin of a General Sherman tank.



German half-track carrier has two functions: it is used as a personnel transport (capacity is 16 soldiers) and also as a prime mover for various types of German artillery—the 105-mm. howitzer, 88-mm., 10-cm. and 15-cm. guns. It weighs 21,000 lb.



German Volkswagen is the vehicle that was promised to the Germans as the "People's Car." The German Army got it instead of the German people. It has four forward speeds, one reverse. Cheaply-made and lightweight, it is no match for the jeep.

CONTINUED ON PAGE 114



# NEW WPB ORDER MAY ENTITLE YOU TO WORLD'S FINEST ANTI-FREEZE

The War Production Board, by its recent Limitation Order, has prohibited the sale of "Prestone" anti-freeze for use in passenger cars, station wagons and taxis. The purpose of the order is to free for more essential uses the supply of ethylene glycol base anti-freeze left over by the armed forces.

Following is a partial list of uses for which the sale of "Prestone" anti-freeze is permitted: **TRUCKS AND BUSES**—The freight hauler, the grocer, the farmer, the milkman, the factory operator, the moving man—anyone who operates one or more commercial trucks or

busses. **STATIONARY ENGINES**—Equipment for dredging, farming, excavating, hoisting, mining, etc. **FARM EQUIPMENT**—Tractors and other farm equipment, as well as trucks.

## IF YOU'RE ELIGIBLE—GET YOURS NOW

War supply hazards being what they are, the prudent operator will lay in his next winter's supply of "Prestone" anti-freeze *right now, this summer*. This is the one way you can be absolutely sure of having an adequate supply when the cold weather starts.



### IF YOU OWN A DELIVERY

truck or service fleet, the order makes you eligible for the all-winter protection of "Prestone" anti-freeze. Put it in and stop worrying about cold-weather breakdowns and the shortage of replacement parts.



### IF YOU OWN A BUS...

"Prestone" anti-freeze can help you keep America's war workers on a war schedule. Special ingredients in "Prestone" anti-freeze protect against rust and corrosion—a further protection against parts replacement.



### IF YOU OWN A TRACTOR

working either for industry or for America's vast war farming program, you can insure it against winter with "Prestone" anti-freeze. The same applies to stationary engines and all construction equipment.



### IF YOU OWN A TRUCK,

you again are eligible for "Prestone" anti-freeze to keep those essential wheels moving. No need to idle your engine during cold-weather stops to avoid freeze-up—"Prestone" anti-freeze saves you precious gasoline!

The words "Eveready" and "Prestone" are registered trade marks of National Carbon Company, Inc.  
Unit of Union Carbide and Carbon Corporation



UCC

**SAME PRODUCT  
AS ALWAYS**



**PROTECTS AGAINST  
RUST AND CORROSION!**

**It can't evaporate or boil away!**

**It creates no fire hazard!**

# PRESTONE ANTI-FREEZE



A black and white photograph of a large wooden water wheel, likely part of a historical mill or irrigation system. The wheel has many spokes and a long wooden beam extending from its center towards the right side of the frame. The background is dark and indistinct.

**RING-FREE Motor Oil**  
**Conserves Gasoline 2 Ways**

- # Conserves Gasoline
1. At any driving speed, carbon on pistons, rings and valves decreases motor efficiency—leads to loss of power—wastes gasoline. Macmillan RING-FREE Motor Oil removes carbon while you drive. That means better motor operation—gasoline conservation.
  2. Short trips at 35 miles per hour and "stop and go" driving increase the dangers of motor wear. RING-FREE cuts down "stop and go" wear by reducing friction fast—by providing a tough oil film that clings to metal parts even though diluted by some of the gasoline fuel—a condition which is so common to low temperature operation.
- results in gasoline conservation (1094)  
removed immediately

This too, results in gasoline conservation (1094 Certified owner-driven road tests proved immediate average gasoline saving of 1.3 miles per gallon, after crank-cases had been drained and refilled with RING-FREE).

So to conserve *your* gasoline, change your motor oil to Macmillan RING-FREE at an independent service station.

## GUARANTEE

[illegible]

**MACMILLAN PETROLEUM CORP.**  
50 W. 50th St., New York • 624 S. Michigan Ave., Chicago  
530 W. Sixth St., Los Angeles

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## STRAFER BEWARE!

WHEN the Half-Track raises its umbrella of ack-ack fire, there's trouble above for the strafers . . . as there is trouble below for tanks that rumble within range of its mighty 75. . . . Fighting on all fronts, Half-Tracks by Autocar are upholding the performance expected of this famous name. Yet they are only one of the mobile units rolling out of Ardmore for our Army, Navy, Marine Corps, and Air Forces. . . . Stand by for better trucks to come. Keep your pledge to the U. S. Truck Conservation Corps.

## AUTOCAR

MANUFACTURED IN ARDMORE, PA.

SERVICED BY  
FACTORY BRANCHES FROM COAST TO COAST



Buy More Bonds for Victory











QUEEN OF THE CANDLES, DOROTHY SING, LITITZ HIGH-SCHOOL GIRL IS SHOWN ABOVE (CENTER) WITH HER COURT. FROM HER TAPER ALL THE CANDLES IN THE PARK ARE LIT

## Life Goes to "The Fairyland of Candles"

Pennsylvania community observes 100-year-old Moravian tradition as part of Fourth of July celebration

A few weeks ago the "Pennsylvania Dutch" people of Lititz, Pa., celebrated an old Moravian ceremony of rare impressiveness and beauty called "The Fairyland of the Candles." In Lititz Springs Park the banks and waters of Lititz creek—opposite page—were illuminated by the light of 10,000 candles that flickered in the damp night air and cast strange shadows on the faces

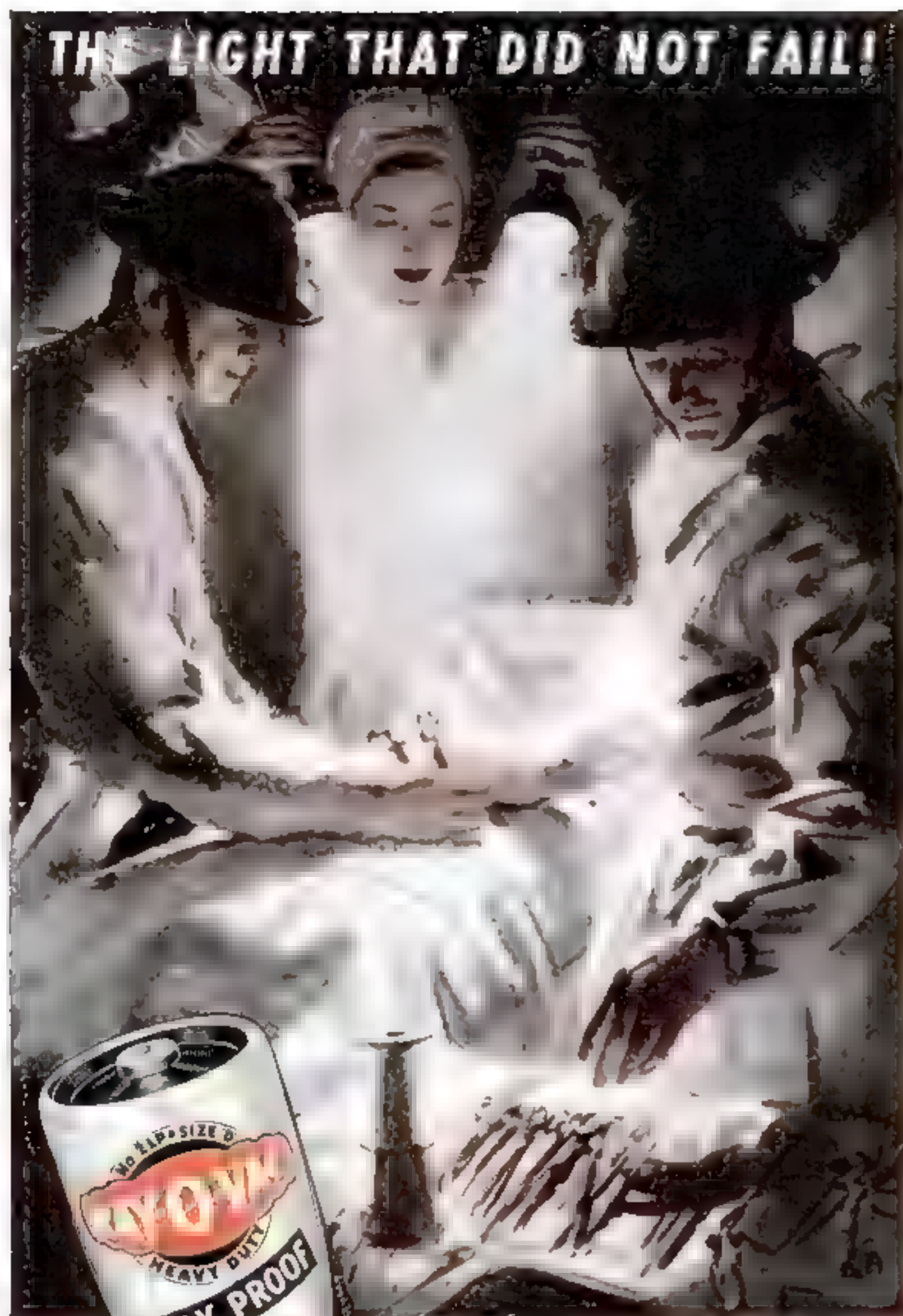
of thousands of spectators. Lititz was settled in 1736, named after the barony in Bohemia where the Moravian Brethren first found refuge from religious persecution three hundred years before. Here they lived quietly and frugally, bound by religious customs, and making their famous *brezels*—pretzels—for which Lititz is known all over the U. S. The festival began with

400 candles in 1843 as a Fourth of July celebration, because the Moravians objected to fireworks and noisy displays. The family of the Sacristan (deacon) of the Moravian church oversees the making of the candles from the original molds, and this year Boy Scouts of Lititz raked the creek following the ceremony to collect the precious droppings for wartime fat salvage campaigns.

ELABORATE FRAMEWORKS OUTLINE THE LITITZ BASIN, FED BY MANY SPRINGS. FLOATING SERVICE FLAG BEARS GOLD STAR FOR FIRST LITITZ BOY TO BE KILLED IN THE WAR







**THE LIGHT THAT DID NOT FAIL!**

SEALED-  
IN-STEEL  
TO PREVENT  
CORROSION



**No matter what happens,  
these flashlight batteries  
deliver dependable light!**

Remember Corregidor . . . one terrifying night after another. Deftly and courageously our Army doctors went on with their work. Often the lights flickered . . . then suddenly total darkness.

In an instant, despite the crash of bombs an heroic nurse held two flashlights. Brilliant light cut the blackness and the work continued. *That light did not fail!*

In rumbling tanks, in roaring planes and rolling ships, flashlights powered by Ray-O-Vac LEAKPROOF batteries deliver dependable light on all the world's battle fronts. The exclusive LEAKPROOF sealed-in-steel construction prevents ruinous corrosion . . . protects battery freshness after months of travel to the far corners of the earth . . . guards against brutal abuses of war.

*All LEAKPROOF batteries are now going to our armed forces.*

**AFTER THE WAR  
YOU CAN AGAIN  
ASK FOR**

**RAY-O-VAC**

**Leakproof**

**FLASHLIGHT BATTERIES**



BUY  
WAR BONDS



BUY  
WAR BONDS

**RAY-O-VAC**  
MADISON, WISCONSIN

**COMPANY**  
MADISON, WISCONSIN

## *Festival of the Candles (continued)*



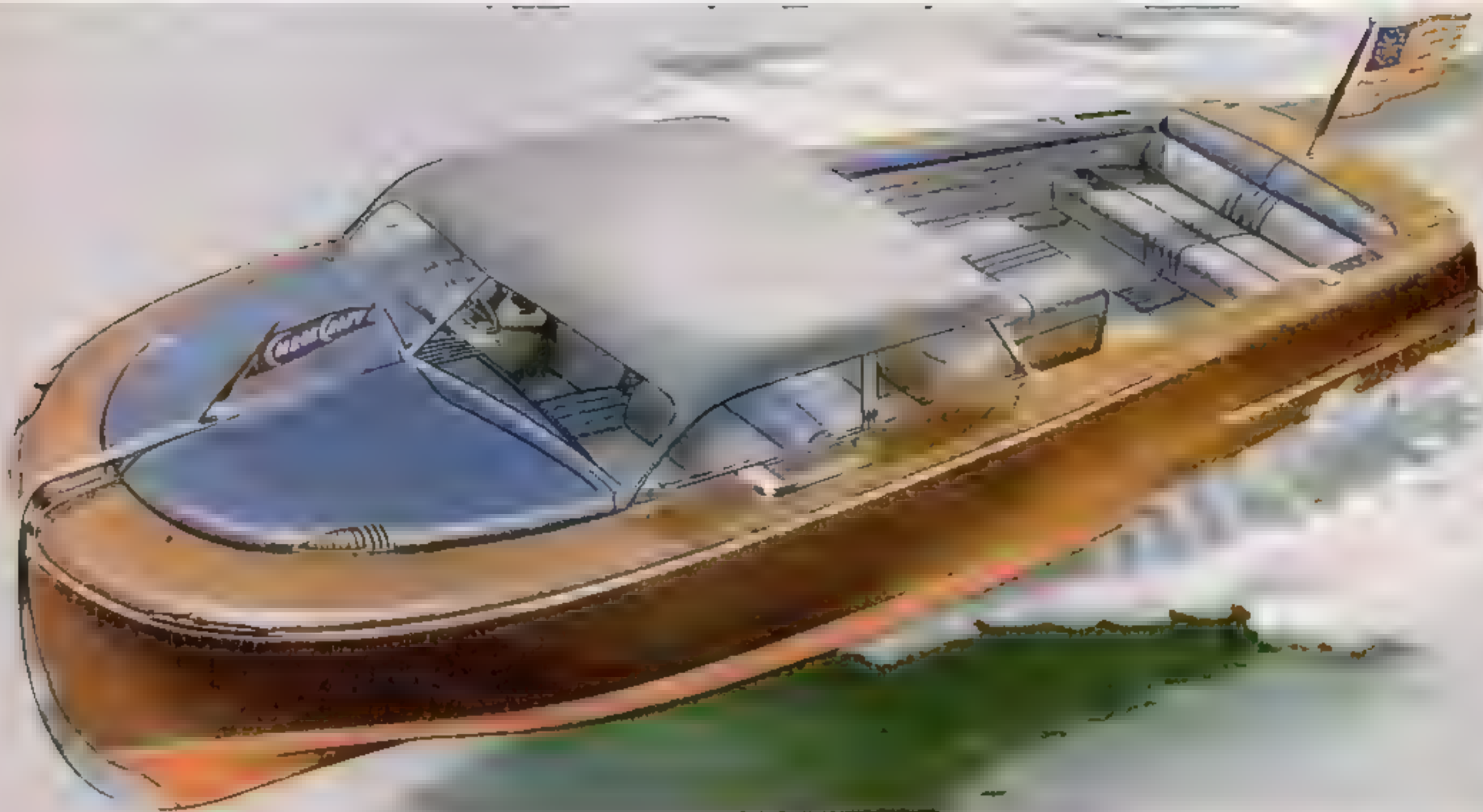
Simulated Ferris wheel turns slowly over the creek with dozens of candles lighting banks. One hundred men and boys lit the candles on displays and creek before dusk.



Children hovered around the displays like moths, small boys playing in sandpiles by candlelight. Candles are made during the winter and stored until July.

CONTINUED ON PAGE 121





COMING . . . new post-war Chris-Craft with sparkling new styles, new materials, greater ruggedness, added comfort and convenience and many innovations in design.



Today we're 100% on war work producing vital craft for the U. S. armed forces at the fastest rate in history. Immediately after victory we'll be ready with a complete new line of Chris-Craft Runabouts, Utility Boats and Cruisers.

Buy U. S. War Bonds Today—  
Tomorrow command your own



**CHRIS-CRAFT**

CHRIS-CRAFT CORPORATION, 600 Detroit Road, Algonac, Mich.



WORLD'S LARGEST BUILDERS OF MOTOR BOATS





this summer cool off with ...

# CORONET V.S.Q. BRANDY



Ah! Coronet Brandy and Soda on a summer's day! Cooling... refreshing... as you sip... and after. Coronet Brandy gives you everything you enjoy in a delicious tall drink... plus the rich aroma of a distinguished brandy. Try it... now!

The torch of liberty, don't dim it. Buy U. S. War Bonds to your limit.

Tune in | Schenley's "Cresta Blanca Wine Carnival" every Wednesday evening, Columbia Broadcasting System.

California grape brandy 84 proof. Schenley Distillers Corp., N.Y.





Family picnics in the park preceded candle ceremony. Once the site of an Indian trading post, park is now a favorite spot for community picnics and family reunions. Five families share supper in picture above. Note bonneted Mennonite at lower left.



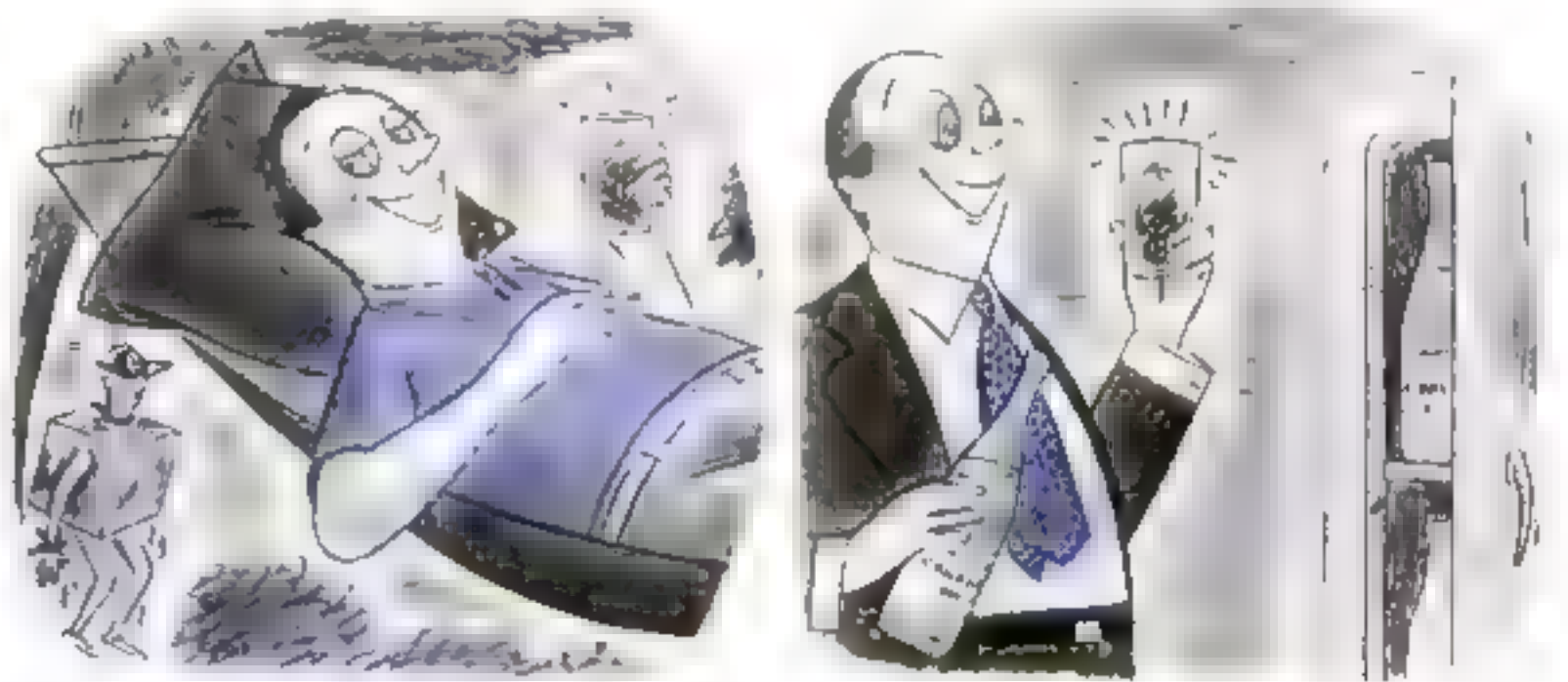
Miss Liberty, seated solemnly atop a golden bell, was one of contestants in a baby parade featuring patriotic floats, held in the afternoon. An unscheduled activity was water-fighting (below), which Pennsylvania Dutch call *spritzing* (from "sprinkle").



**V-GARDENER:** Who irrigated my drink?

**V-GARDENER:** Bah! My last jigger of Old Fossil Whiskey—ruined! Somebody's switched club sodas on me or my name isn't Stompweed Q. Hothead.

**MELTING ICE** (aside): Heh, heh! While my air bubbles steal the sparkle right out of the drink his wife made with that Goflat Soda, my ice water is diluting what's left. Egad, how diverting!



**V-GARDENER:** Yum! Try and ruin *this* drink, my wet-faced friend! It's made with Canada Dry Water!

**MELTING ICE:** Plow me under! That "PIN-POINT CARBONATION"—millions of tinier bubbles—gives last-drop sparkle!

**V-GARDENER:** What a bumper crop of bubbles—and after all this time!

**BOTTLE:** You said a mouthful. A re-capped bottle of Canada Dry Water in the refrigerator really holds its sparkle!



**PIN-POINT CARBONATION**—the famous Canada Dry method of achieving livelier and longer-lasting zest!  
**FINER FLAVOR!** A special formula helps point up the flavor of any drink.

**CANADA DRY WATER**

**SAVE MONEY,** conserve caps. Buy the big bottle.



# PARK & TILFORD RESERVE

*"The Blend of Experience"*



*Your assurance*

*of Good Taste*

*- because it is the  
finest-tasting Whiskey  
of its type in America*



PARK & TILFORD DISTILLERS, INC., NEW YORK, N. Y. • 70% GRAIN NEUTRAL SPIRITS • 85.8 PROOF

## PICTURES TO THE EDITORS FIRE IN THE HOLE!

Sirs:

Fifteen tons of dynamite set by 202 holes drilled into the Susquehanna River bed at Vinegar Ferry just above Marietta, Pa., powered this 100-ft. column of water and debris when it was touched off last June 28. In the 14-ft. ditch gouged from the river bed will be a section of the

"Big Inch" pipeline which will soon bring oil to the East Coast. The picture was taken by Dana S. Seitz, camera-superintendent of the New York Telephone and Telegraph Co.

MYLES F. LOCKER  
York, Pa.







*Fine*  
AS A  
*Rare Jewel*

**PERSONNA**  
Precision Double Edge Blades

**10 for \$1**  
and worth it

Why worth it? Because Personna gives you the finest possible shaving results—the best possible shaving satisfaction.

PERSONNA BLADE CO., Inc.  
EXECUTIVE OFFICES: 599 MADISON AVE. NYC

If your dealer can't supply you, send check or money order to Department J.



## CLEANS RUST OUT OF RADIATORS

Dissolves rust and scale quickly, safely. Requires no reverse flushing. It stops overheating. Increases engine efficiency, also saves gas and oil.

**DU PONT**  
Cooling System  
**CLEANSER**



## Helps Shorten Working Hours

For Tired, Burning, Swollen Feet

If you are on your feet all day—walking the floor or standing in front of a machine—just sprinkle Allen's Foot-Ease on your feet and into your shoes every morning. This soothing powder really brings quick relief from the discomfort of tired, burning feet. When feet tend to swell and shoes feel pinched from all day standing, try Allen's Foot-Ease to relieve this congestion. Also acts to absorb excessive perspiration and prevent offensive foot odors. If you want real foot comfort, be sure to ask for Allen's Foot-Ease—the easy, simple way to all-day standing and walking comfort. At all drugists.

## PICTURES TO THE EDITORS

(continued)

### ALL WET

Sirs:

This thirsty 4-hour-old duckling stepped right into his first pan of drinking water. When he stepped out, his fluff was soaked. Despite a rubdown with a towel, he was all wet almost five hours later. Water doesn't roll off a duckling's back.

OLGA LEY

New York, N. Y.



WADDLING TO HIS PAN OF WATER



HOW HE LOOKS AFTER DRENCHING



STANDING IN PAN ALL DEJECTED



STILL WET AFTER BRISK RUBDOWN



**Most Important**  
**in HER LIFE is the**  
**HEALTH and HAPPINESS**  
*of Her Family*



... wife, mother, nurse, cook, teacher, guardian of tomorrow's men and women! She is the American homemaker... the gallant symbol of everything fine and hopeful for which we fight.

Science and invention have done much to help her in her job—the most important one in all the world. She is a well-informed woman. She has learned much about "vitamins" and "minerals" and "nutrition" and she knows what they mean to the health and energy of husband, son and daughter.

Of her material possessions, those things which contribute most to the health and happiness of her family, she prizes most highly—the automobile, radio, refrigerator, vacuum cleaner, washing machine, kitchen range, and, of course, her PRESTO COOKER.

She uses her PRESTO COOKER regularly and saves up to 75% of the ordinary cooking time for meats, vegetables, soups, fruits and puddings.

PRESTO Cooking is the most scientific method ever discovered for the preservation of food values, food flavors and garden-fresh colors.

The health and happiness of your family is the most important thing in your life. Among the many things you plan to buy after the war, plan on a PRESTO COOKER.

The manufacturing facilities of the makers of PRESTO COOKERS are now devoted to war production. Once victory is won—there will be PRESTO COOKERS for everybody. Until then, if you own one, share it, won't you? It's a good neighbor policy.

National Pressure Cooker Company  
Eau Claire, Wisconsin



VALUABLE BOOKLET SENT FREE! "PRESTO COOKING—WHY AND HOW"—interesting, fascinating, extremely helpful. Every woman should have a copy. Just send your name and address on a postal card to: PRESTO, Dept. 32, Eau Claire, Wis.

**NATIONAL**  
**Presto**  
**COOKER**

Attention! Owners of Presto Cookers! If your PRESTO COOKER needs replacement parts write direct to the National Pressure Cooker Company, Dept. 32, Eau Claire, Wisconsin. You will receive prompt service.

Meanwhile—BUY WAR BONDS AND STAMPS



# GIVE YOUR CAR MILITARY CARE— KEEP OIL CLEAN



To keep your car running longer—do the same as the Army does with jeeps, tanks, trucks, half-tracks and other equipment. Ban dirty oil from the engine. Don't let dirt, dust, grit and sludge that get in oil, grind away at vital engine parts.

Every time the dip-stick shows dirt in the oil—put in a new Purolator oil filter element at once. Purolators effectively remove abrasive impurities from the oil stream. Purolators keep oil clean—keep engines healthy.

Next time you change the oil, have your service man put a new Purolator element in your oil filter. Prices as low as \$1.

Remember, too. You can give trucks and tractors the same protection as your car . . . Purolator protection that keeps oil clean, helps keep them running longer.

Purolator Products, Inc., Newark, N. J.—founder and leader of the oil filter industry.

STOP AT THIS SIGN



FOR OIL FILTER SERVICE

## PICTURES TO THE EDITORS

(continued)

### WELL-SHOT PICTURE

Sirs:

While on furlough last March, my son, S/Sgt. John ("Bud") Seiler Jr., 383rd Infantry, and I went on a hiking and mountain-climbing trip to the top of "Thumb Butte," about five miles west of Prescott, Ariz. We had with us a .22-cal. target pistol and a Kodak, but no way of taking a picture of ourselves together. This sequence of pictures (below) illustrates how we solved the problem.

Bud is a crack shot (he has ratings of expert marksman with machine gun, rifle and pistol). We placed our Kodak on a flat rock and propped up another rock with a "Y" stick (below, top picture, camera drawn in). When Bud shot the supporting stick, the rock fell on the Kodak shutter control and snapped our self-portrait.

JOHN SEILER SR.

Prescott, Ariz.



FLAT ROCK WHICH SEILERS PROPPED UP WITH STICK NEAR CAMERA SHUTTER



PICTURE TAKEN BY FATHER DEMONSTRATING SON SIGHTING "Y" STICK TARGET



PICTURE "SHOT" BY SON OF HIMSELF AND FATHER WITH .22 CAL. TARGET PISTOL

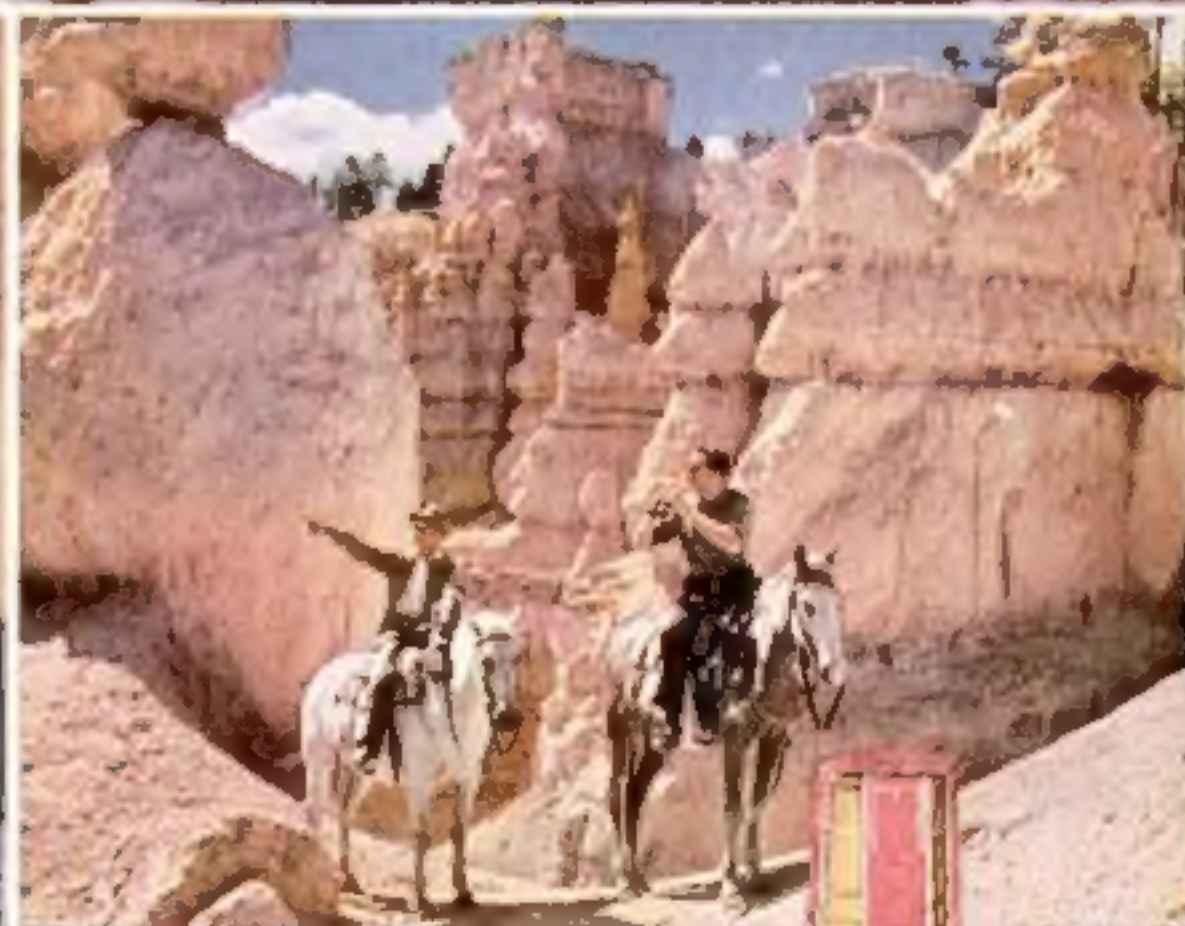
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## Airplane Spotter IN BAGDAD?

No, sir, it's Bryce Canyon, U. S. A.

**1** "Those bulbous towers you see in the background aren't the mysterious minarets of Bagdad," writes the globe-trotting American who sends us the photographs herewith. "Far from being the work of ancient man, they're the work of even more ancient Nature. And they're not located in far-off Arabia, but right here in Bryce Canyon in our own Utah!"



"I list a few unique thrills in my life (one of which, by the way, was the first time I tasted Canadian Club)—d, as we made our way down into this fiery forest of spires, knew I had another to add to my list.

**3** "At one place nearby, you can still see a rushing mountain stream, cutting the limestone into these fantastic shapes. I was told that it took ten years for the water to cut only six inches!

**4** "I saw spires resembling faces we all know. Then I saw one that looked like an old friend of mine—like a great Canadian Club bottle,



**5** "Back at the inn, we agreed that everyone ought to know America's wonders—including the distinctive flavor of Canadian Club."

Why have so many Americans switched to Canadian Club lately? Because of its unique, delightful flavor. No other whisky in the world tastes like Canadian Club. It's *light* as Scotch, *rich* as rye, *satisfying* as bourbon; and you can stick with it all evening—in cock-

tails before dinner and tall ones after. That's why Canadian Club is the favorite imported whisky in the United States. The distillery is now making war alcohol instead of whisky; so the available supply of Canadian Club is on quota for the duration.

Also, railways must give war materials and food the right of way and you may sometimes find your dealer temporarily out of stock.

Many Canadian Club fans are voluntarily "rationing themselves"—by making two bottles go the length of three.

IN 87 LANDS NO OTHER WHISKY TASTES LIKE

*Canadian Club*

Distilled and bottled at Walkerville, Canada • Imported by Hiram Walker & Sons Inc., Peoria, Ill.  
Blended Canadian Whisky. 90.4 proof







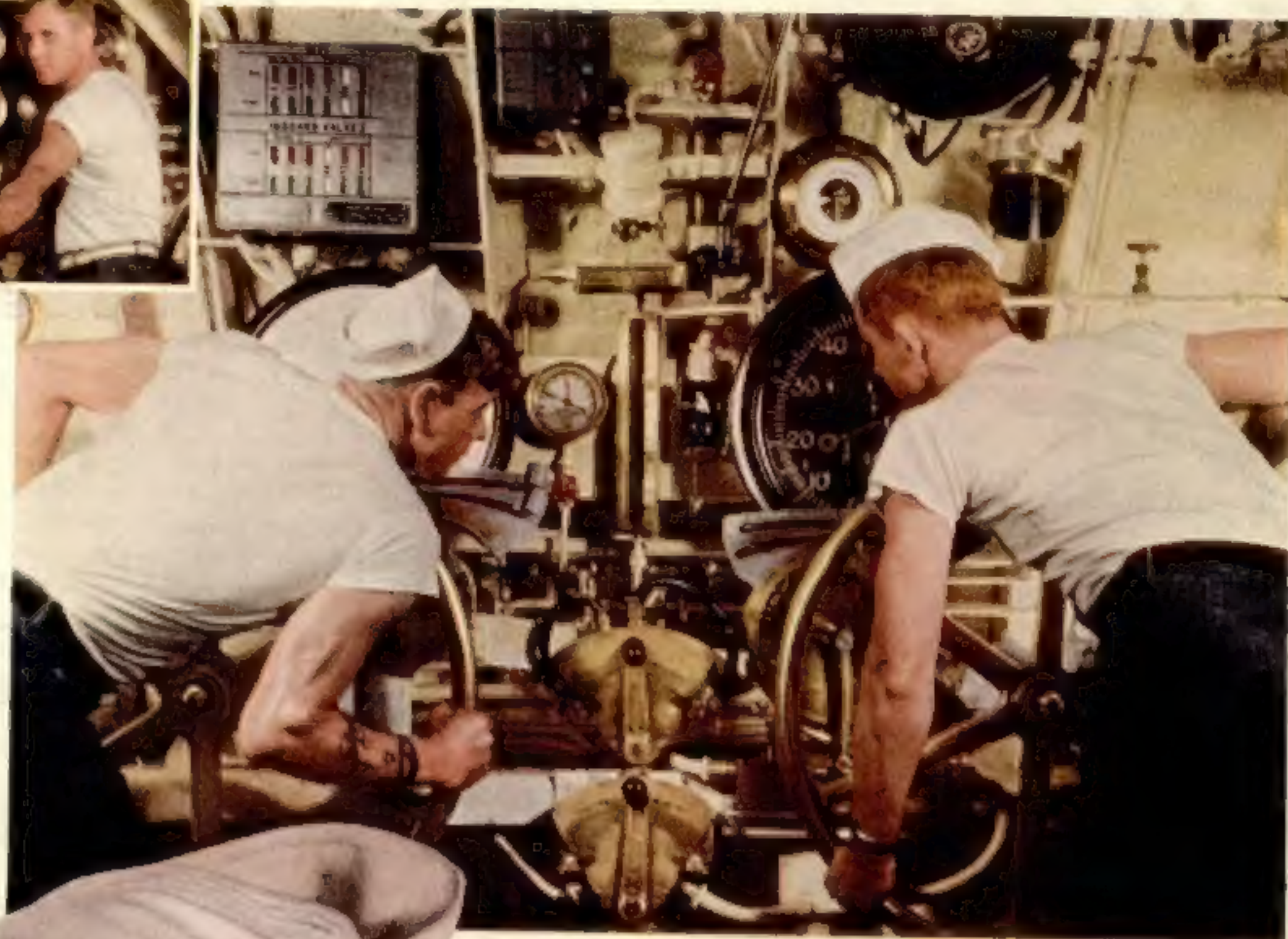
**"UP PERISCOPE!"** ↑

And, as the skipper's eye scans the horizon, every man of his crew is tensed for the words, "Target sighted!"

**"TAKE 'ER DOWN!"** →

...the men at the right lean into the bow and stern plane wheels... the ballast tanks are flooded—and the ocean swiftly closes over them.

● For days... weeks on end sometimes... they live in the close, cramped quarters of their cell of steel. And comforts are few and far between. Even the enjoyment of a smoke must be denied at times. But when it is permissible... when the smoking lamp is lit\*... you can write it down in your own smoking log that the preferred cigarette with men in the Navy is Camel!



**"WHEN THE  
SMOKING LAMP  
IS LIT\*  
IT'S CAMELS  
FOR ME!  
THEIR FLAVOR  
AND  
MILDNESS SUIT  
ME TO A 'T'!"**

\* Smoking lamp is lit—sailor slang for "smoking permitted."



# They've Got What it Takes

## FIRST IN THE SERVICE

With men in the Navy, Coast Guard, Army, and Marines, the favorite cigarette is Camel.

(BASED ON ACTUAL SALES RECORDS IN CANTEENS AND POST EXCHANGES)

ON the home front, too, your own job... factory, farm, or office... may not be so exciting as that of the men in the "Underseas Navy"—but it can be just as important, just as demanding in its way. That's why the smoking experiences of men in the service, and their preference for Camels, is worth your looking into. Light up a Camel yourself... try them on your own taste and throat. Try them on your own "T-Zone."



### THE "T-ZONE"

—where cigarettes are judged

The "T-ZONE"—Taste and Throat—is the proving ground for cigarettes. Only your taste and throat can decide which cigarette tastes best to you... and how it affects your throat. For your taste and throat are individual to you. Based on the experience of millions of smokers, we believe Camels will suit your "T-ZONE" to a "T." Prove it for yourself!



# Camels

E. J. Reardon & Television Company, Washington, D.C.

MR. R. B. PUGHAM  
5671 DIXIE RD.  
ATLANTA, GEORGIA